Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES		
Due to the on-site presence of geologic formations with moderate to high resource sensitivity and the nature of proposed grading/excavation, implementation of the project would potentially result in significant impacts to paleontological resources.	*Prior to Pre-Construction Meeting* 1. Prior to the issuance of a Notice to Proceed (NTP) or any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits the Assistant Deputy Director (ADD) environmental designee of the City's Land Development Review Division (LDR) shall verify that the following statement is shown on the grading and /or construction plans as a note under the heading Environmental Requirements: "University Towne Center Revitalization Project is subject to Mitigation, Monitoring and Reporting Program and shall conform to the mitigation conditions as contained in the University Towne Center Revitalization Project EIR (SCH No. 2002071071; Project No. 2214)." 2. <u>The project applicant shall submit letters of qualification to the ADD</u> Prior to the recordation of the first final map, NTP or any permits, including but not limited to, issuance of a Grading Permit, Demolition Plans/Permits and Building Plans/Permits, the applicant shall provide a letter of verification to the ADD stating that a qualified paleontologist (the Monitor), as defined in the City of San Diego Significance Determination Guidelines for Paleontological Resources, has been retained to implement the monitoring program.	Less than Significant

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	Prior to Pre-Construction Meeting (cont.) 3. The project applicant shall submit to the mitigation monitoring coordinator (MMC) a second letter containing names of monitors (A) At least thirty days prior to the pre-construction meeting, a second letter shall be submitted to the MMC, which includes the names of the Principal Investigator (PI) and all persons involved in the paleontological monitoring of the project. (B) The MMC shall provide the Plan Check Department with a copy of both the first and second letter. 4. The monitor shall perform a records search prior to pre-construction meeting At least thirty days prior to the pre-construction meeting, the Monitor shall verify that a records search has been completed and updated as necessary, and he/she shall be prepared to introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. Verification includes, but is not limited to, a copy of a confirmation letter from the San Diego Natural History Museum, other institution or, if the record search was in-house, a letter of verification from the PI stating that the search was completed.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	Pre-Construction Meeting 5. The monitor shall attend preconstruction meetings (A) Prior to beginning any work that requires monitoring, the Applicant shall arrange a pre-construction meeting that shall include the Monitor, construction manager and/or grading contractor, resident engineer (RE), building inspector (BI) and the MMC. The Monitor shall attend any grading related pre-construction meetings to make comments and/or suggestions concerning the paleontological monitoring program with the construction manager and/or grading contractor. (B) If the Monitor is not able to attend the pre-construction meeting, the RE or BI, as appropriate, shall schedule a focused pre-construction meeting for the MMC, Monitor, construction manager and appropriate contractor's representative to review the job on site prior to the start of any work that requires monitoring. 6. The monitor shall identify areas to be monitored At the pre-construction meeting, the Monitor shall submit to the MMC a copy of the site/grading plan (reduced to 11"x17") that identifies areas to be monitored.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	Pre-Construction Meeting (cont.) 7. The monitor shall submit a schedule to the MMC indicating when monitoring will occur Prior to the start of work, the Monitor shall also submit a construction schedule to the MMC through the RE or BI, as appropriate, indicating when and where monitoring is to begin. In addition, the Monitor shall notify the MMC directly of the start date for monitoring. *During Construction* 8. The Monitor shall be present during grading/excavation The Monitor shall be present at all times during the initial cutting of previously undisturbed formations with high and moderate resource sensitivity, and he/she shall document activity via the Consultant Site Visit Record (form). This form shall be faxed to the RE or BI, as appropriate, and the MMC each month.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	9. Discoveries (A) *Minor Paleontological Discovery* In the event of a minor paleontological discovery (small pieces of broken common shell fragments or other scattered common fossils) the Monitor shall notify the RE or BI, as appropriate, that a minor discovery has been made. The determination of significance shall be at the discretion of the Monitor. He/she shall continue to monitor the area and immediately notify the RE or BI, as appropriate, if a potential significant discovery emerges. (B) *Significant Paleontological Discovery* In the event of a significant paleontological discovery, and when requested by the Monitor, the RE or BI, as appropriate, shall be notified to divert, direct or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains. The determination of significance shall be at the discretion of the Monitor. The paleontologist with PI level evaluation responsibilities shall also immediately notify the MMC staff of such finding at the time of discovery. MMC staff will coordinate with appropriate LDR staff.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	10. Night Work (A) If night work is included in the contract: (1) The extent and timing shall be presented and discussed at the pre-construction meeting. (2) The following procedures shall be followed: (a) *No Discoveries* In the event that nothing was found during night work, the PI shall record the information on the Site Visit Record Form. (b) *Minor Discoveries* All minor discoveries shall be processed and documented using the existing procedures under measure 9(A) above with the exception that the RE shall contact the MMC by 9 A.M. the following morning to report and discuss the findings.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	(c) *Potentially Significant Discoveries* If the PI determines that a potentially significant discovery has been made, the procedures under 9(B) above shall be followed, with the exception that the RE shall contact the MMC by 9 A.M. the following morning to report and discuss the findings. (B) If night work becomes necessary during the course of construction: (1) The construction manager shall notify the RE or BI, as appropriate, a minimum of 24 hours before the work is to begin. (2) The RE or BI, as appropriate, shall notify the MMC immediately. (C) All other procedures described above shall apply, as appropriate. 11. Notification of Completion The Monitor shall notify the MMC and the RE or BI, as appropriate, of the end date of monitoring.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	Post-Construction The Monitor shall be responsible for preparation of fossils to a point of curation as defined by the City of San Diego Paleontological Guidelines. 12. The monitor shall submit a letter of acceptance from a local qualified curation facility The Monitor shall be responsible for submittal of a letter of acceptance to the ADD from a local qualified curation facility. A copy of this letter shall be forwarded to the MMC. 13. If fossil collection is not accepted, the monitor shall contact LDR for alternatives If the fossil collection is not accepted by a local qualified facility for reasons other than inadequate preparation of specimens, the Monitor shall contact LDR to suggest an alternative disposition of the collection. The MMC shall be notified in writing of the situation and resolution.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PALEONTOLOGICAL RESOURCES (cont.)		
	14. The monitor shall record sites with San Diego Natural History Museum The Monitor shall be responsible for the recordation of any discovered fossil sites with the San Diego Natural History Museum. 15. Final Results Report (A) Prior to the release of the grading bond, two copies of the Final Results Report, which describes the results, analysis and conclusions of the above paleontological monitoring program (with appropriate graphics), shall be submitted to the MMC for approval by the ADD. The Final Results Report shall be submitted regardless of the results (e.g., if negative). (B) The MMC shall notify the RE or BI, as appropriate, of receipt of the report.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
PUBLIC UTILITIES		
Impacts to water service infrastructure, stormwater drainage and sewer service, would be less than significant. Anticipated solid waste generation following the buildout of proposed project would result in significant impacts on both a project and cumulative level. Cumulatively significant impacts to sewer line capacity would be expected due to a current deficiency in sewer line capacity.	Sewer Mitigation 1. Prior to receipt of final certificate of occupancy, the project applicant shall contribute their fair share to the cost of upsizing and relocating the sewer line within Genesee Avenue, satisfactory to the City Engineer. The upsizing must occur prior to the site exceeding existing sewage flows that contribute to the line. Solid Waste Mitigation 2. Prior to Preconstruction (Precon) Meeting Land Development Review (LDR) Plan Check - Prior to issuance of any permit, including but is not limited to, any discretionary action, grading or any other construction permit, the Assistant Deputy Director (ADD) shall verify that all the requirements of the waste management plan have been shown and/or noted on the Demolition and/or Grading Plans (construction documents). a. Prior to issuance of a demolition permit, the permittee shall be responsible to arrange a Precon Meeting. This meeting shall be coordinated with the Mitigation Monitoring Coordinator (MMC) to verify that implementation of the waste management plan shall be performed in compliance with the plan approved by LDR and the ESD, to ensure that impacts to solid waste facilities are mitigated to below a level of significance. b. The plan (construction documents) shall include the following elements for grading, construction and occupancy phases of the project as applicable: i. *Tons of waste anticipated to be generated* ii. Material type of waste to be generated	Less than Significant Less than Significant at a project level; significant and unmitigable at a cumulative level

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
	PUBLIC UTILITIES (cont.)	
	iii. Source separation techniques for waste generated iv. How materials will be reused on site v. Name and location of recycling, reuse or landfill facilities where waste will be taken if not reused on site vi. A "buy recycled" program vii. How the project will aim to reduce the generation of construction/demolition debris viii. A plan of how waste reduction and recycling goals will be communicated to subcontractors ix. A timeline for each of the three main phases of the project as stated above c. The plan shall strive for a goal of 50 percent waste reduction. d. The plan shall include specific performance measures to be assessed upon the completion of the project to measure success in achieving waste minimization goals. The permittee shall notify MMC and ESD when: (1) a construction permit is issued; (2) construction begins; and (3) demolition ends.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
	PUBLIC UTILITIES (cont.)	
	The permittee shall arrange for progress inspections and a final inspection, as specified in the plan and shall contact both MMC and ESD to perform these periodic site visits during construction to inspect the process of the project's waste diversion effort. Notification shall be The sent to: MMC/Tony Gangitano Mitigation Monitoring Coordination 9601 Ridgehaven Court Suite 320, MS 1102B San Diego, CA 92123-1636 (619) 980-7122 Environmental Services Department 9601 Ridgehaven Court Suite 320, MS 1103B San Diego, CA 92123-1636 (858) 492-5010 e. Prior to the issuance of a grading permit, the applicant shall receive approval from the ADD that the waste management plan has been prepared, approved and implemented. Also prior to the issuance of the grading permit, the applicant shall submit evidence to the ADD that the final demolition/construction report has been approved by MMC and ESD. This report shall summarize the results of implementing the above waste management plan elements, including: the actual waste generated and diverted from the project, the waste reduction percentage achieved, how that goal was achieved, etc.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
	PUBLIC UTILITIES (cont.)	
	3. Precon Meeting a. At least 30 days prior to beginning any work on the site, demolition and/or grading, for the implementation of the Mitigation Monitoring and Reporting Program (MMRP), the permittee is responsible to arrange a Precon Meeting that shall include: the Construction Manager or Grading Contractor, MMC and ESD, as well as the Resident Engineer (RE), if there is an engineering permit. b. At the Precon Meeting, the permittee shall submit reduced copies (11" x 17") of the approved waste management plan to MMC (two copies) and ESD (one copy). c. Prior to the start of demolition, the permittee or Construction Manager shall submit a construction schedule to MMC and ESD. 4. During Construction The permittee or Construction Manager shall call for inspections by both MMC and ESD, who will periodically visit the construction site to verify implementation of the waste management plan.	

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
	PUBLIC UTILITIES (cont.)	
	5. Post Construction a. After completion of the implementation of the MMRP, a final results report shall be submitted to MMC to coordinate the review by the ADD and ESD. b. Prior to final clearance of any demolition permit, issuance of any grading or building permit, release of the grading bond and/or issuance of Certificate of Occupancy, the applicant shall provide documentation to the ADD of LDR and the ESD that the waste management plan has been effectively implemented.	
	WATER CONSERVATION	
Project demands on potable water supply would not be excessive. Both project phases would be required to comply with the City of San Diego Land Development Code and the Recycled Water Service Area requirements, which would reduce the existing and expanded center's projected demand on water supply. Sufficient water supplies exist to serve the future potable water needs of the proposed project would be satisfied.	None Required	No Impact
	CONSTRUCTION EFFECTS	
Project construction would temporarily, but substantially, impact parking supply.	1. Prior to and during construction, the transfer of heavy equipment and truck export of demolition materials and earth material shall not occur during peak traffic hours (e.g., 7 am to 9 am and 4 pm to 6 pm). The final plans for each phase of construction shall note this requirement. Implementation of parking mitigation, discussed above under Transportation/Circulation, during the peak holiday demand period would also lessen impact.	Less than Significant

Table ES-3 (cont.)

IMPACT	MITIGATION MEASURES	ANALYSIS OF SIGNIFICANCE AFTER MITIGATION
CONSTRUCTION EFFECTS (cont.)		
Construction in the Palm Passage, University Central and La Jolla Terrace districts would not expose sensitive receptors to elevated noise levels in excess of City Noise Ordinance. Construction in the Towne Centre Gardens and Nobel Heights districts and in the vicinity of off-site traffic improvements has the potential to result in a substantial increase in existing ambient noise levels that would expose sensitive receptors to noise levels in excess of City Noise Ordinance.	2. During all construction activities, ensure that equipment has properly operating and maintained mufflers. 3. Prior to and during construction activity, locate staging areas as far away as possible from the daycare center and existing residences. 4. At least 72 hours prior to demolition activities in adjacent construction areas, the applicant or contractor shall notify the community daycare center and nearby residences of the activity including its anticipated duration. 5. *Prior to any construction activity, temporary noise barriers* shall be erected between construction equipment sources and adjacent ~~to southern property line and on-site daycare center~~noise sensitive receptors. The materials, height and specific location of such barriers shall be determined by a site-specific noise reduction study conducted by a qualified acoustician after the detailed construction schedule and equipment list have been completed. Noise barriers shall be designed to achieve the noise limit of 75 dBA 12-hour average set by the Noise Ordinance and adjusted as necessary during construction to ensure that noise levels are reduced as much as possible at property lines of sensitive receptors.	Less than Significant
Project construction would not conflict with the City of San Diego's Significance Determination Thresholds (2007a) for public vistas or scenic views.	None Required	*No Impact*
The potential for nuisance dust exists during project construction, but the impact would be less than significant since it would be temporary in nature and controlled by air quality mitigation measures.	None Required	No Impact

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1.0 INTRODUCTION

1.1 PROJECT SCOPE

The 75-acre Westfield University Towne Center (UTC) Revitalization project (proposed project) is the proposed redevelopment and renovation of a regional shopping center. The project applicant is Westfield Corporation, Inc. (Westfield), and the project is proposed on property that Westfield currently owns, manages and operates as Westfield UTC. The existing UTC shopping center operates under a Planned Commercial Development Permit (#83-017) issued by the City of San Diego in 1983. The proposed project would require the approval of a Community Plan Amendment (CPA), Rezone, Master Planned Development Permit (PDP), Site Development Permit (SDP), and a Vesting Tentative Map (VTM). Sewer and water easement vacations also are proposed. The proposed project would also relocate and expand public transit opportunities and pedestrian access on and around the UTC property. The proposed project would allow for the phased development of up to 750,000 square feet of new retail and entertainment space and 250 residential dwelling units, with the option to build less retail and more residential~~, hotel and/or office uses instead~~. This Environmental Impact Report (EIR) provides project-specific review of the CPA/Rezone/PDP/SDP/VTM for all phases of project construction.

The proposed project is situated in the University Community planning area and generally bordered by the following public roads: La Jolla Village Drive, Genesee Avenue, Towne Centre Drive and Nobel Drive. The project site is surrounded by urban development, including office towers, hotel establishments, commercial/retail uses and high-density residential development.

1.2 PURPOSE AND LEGAL AUTHORITY

The purposes of an EIR are to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project. This EIR is an informational document for use by the City of San Diego, decision-makers and members of the general public to evaluate the environmental effects of the proposed project. The document has been prepared in accordance with the guidelines for the preparation of EIRs issued by the City of San Diego (2002b) and complies with all criteria, standards and procedures of the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code Section 21000 et. seq.), as amended, and the State CEQA Guidelines (California Administrative Code 15000 et. seq.).

The City of San Diego is the lead agency, as defined by Section 15051(b)(1) of the State CEQA Guidelines, for the proposed project evaluated in this EIR. Under CEQA, the public agency with the greatest responsibility for supervising or approving the project or the first public agency to take

discretionary action to proceed with a proposed project should ordinarily act as the "lead agency." The lead agency is responsible for preparing the EIR and has primary responsibility for approving the project.

1.3 SCOPE AND CONTENT OF THE EIR

This EIR contains a project-level analysis of the proposed project, as described in Section 3.0, *Project Description*. A project-level EIR should "focus primarily on the changes in the environment that would result from the development project." According to Section 15161 of the State CEQA Guidelines, the project EIR should "examine all phases of the project including planning, construction and operation."

In reviewing the application for the proposed project, the City of San Diego concluded that the proposed project could result in potentially significant environmental impacts. As lead agency for this EIR, the City of San Diego conducted a public scoping meeting, in accordance with Section 21083.9 of CEQA, and prepared a Scoping Letter (2002c). The public scoping meeting was held on June 27, 2002 at Forum Hall on the UTC property and was attended by interested individuals from local organizations, public and other entities. The meeting was recorded and a written transcript of the event was prepared. After the scoping meeting was held, the Scoping Letter was distributed with the Notice of Preparation (NOP), dated July 12, 2002, to all responsible and trustee agencies, as well as various governmental agencies including the Office of Planning and Research's State Clearinghouse. Comments on the NOP were received from the U.S. Marine Corps, Caltrans, Native American Heritage Commission, Metropolitan Transit Development Board, San Diego Association of Governments, Friends of Rose Canyon, UC Golden, Center for Policy Initiative and various members of the public. A copy of the Scoping Meeting Notice, Scoping Letter, NOP, scoping meeting transcript and comment letters are contained in Appendix A of this report. Verbal and written comments received by the City of San Diego during the scoping process have been taken into consideration during the preparation of this EIR.

The proposed project EIR addresses project impacts associated with the following nine issue areas in Section 5.0, *Environmental Analysis*, of the report:

- Land Use
- Aesthetics/ Visual Quality
- Transportation/Circulation
- Air Quality
- Hydrology/Water Quality
- Paleontology
- Public Utilities
- Water Conservation
- Construction Effects

Effects that were determined to not be potentially significant are addressed in Section 6.0, *Other CEQA Sections*, of this EIR. Other mandatory sections required by the State CEQA Guidelines are included in

the latter sections of this document, including Section 7.0, *Cumulative Impacts*, and Section 8.0, *Alternatives*.

This EIR is available for review by the public and public agencies for a period of 45 days to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (Section 15204, State CEQA Guidelines). The EIR is available for review at the City of San Diego Development Services Department, 1222 First Avenue, 5th Floor, San Diego, California 92101 and the University Community Branch Library, 4155 Governor Drive, San Diego, California 92122.

The City of San Diego, as lead agency, will consider the written comments received on the EIR and at the public hearings in making its decision whether to certify the EIR as complete and in compliance with the intent of CEQA and whether to approve or deny the proposed project.

1.4 PROPOSED ACTIONS AND APPROVALS

Agencies with permitting authority over all or portions of the proposed project will use this EIR as the basis for their evaluation of the environmental effects of the project and approval or denial of applicable permits. The discretionary and other actions to be taken on the project evaluated in this EIR are summarized below. Discretionary actions are situations where a governmental agency uses its judgment in deciding whether and how to carry out or approve a project (Section 15002 of the State CEQA Guidelines).

- EIR Certification
- CPA/Rezone/Master PDP/SDP/VTM approval by the City Council
- Sewer and water easement vacations

Approvals required from other agencies include, but are not limited to:

- National Pollutant Discharge Elimination System (NPDES) General Construction permit from the Regional Water Quality Control Board (RWQCB)
- Agreement between SANDAG, MTS and the applicant for bus/transit center relocation and expansion
- Encroachment permit from Caltrans for work within their right-of-way
- Building height(s) approval from the Federal Aviation Administration (FAA)

Discretionary actions are discussed further in Section 3.0, as well as in the applicable sections of the environmental analysis in Section 5.0.

1.5 EIR ORGANIZATION

As stated above, the content and format of this EIR is in accordance with the most recent guidelines and amendments to CEQA and the City of San Diego EIR Guidelines, revised September 2002. Technical studies have been summarized within individual environmental issue sections; the full technical studies have been included in the EIR Appendices B through D.

This EIR has been organized in the following manner: Section ES is an executive summary of the EIR analysis, which discusses the project description, alternatives and conclusions reached in the impact analysis. The conclusions are summarized in a tabular fashion wherein impacts and related mitigation are clearly linked. In addition, Section ES includes a discussion of areas of controversy known to the City of San Diego, including those issues identified by other agencies and the public. Following the executive summary, the body of the EIR is organized as follows:

- Section 1.0, *Introduction*, provides a brief description of the project, the legal authority of the document, the purpose of the EIR, EIR scoping and content, a list of the key discretionary City of San Diego actions and permits, other permits and approvals, and an explanation of the document format.

- Section 2.0, *Environmental Setting*, provides an overview of the regional and local setting, as well as the physical characteristics of the project site. The setting discussion also addresses the relevant planning documents and community plan policies that apply to the project site.

- Section 3.0, *Project Description*, provides a detailed description of the proposed project, including the purpose and main objectives of the project, project characteristics, building, circulation and landscape improvements, and a list of the discretionary actions required for project implementation.

- Section 4.0, *History of Project Changes*, chronicles revisions made to the project design in response to environmental concerns raised during the City of San Diego's review of the project.

- Section 5.0, *Environmental Analysis*, constitutes the main body of the EIR impact analysis for each environmental issue with the potential for significant impacts. Under each issue area identified for analysis by the City of San Diego, the EIR includes a description of existing conditions relevant to each topic, an assessment of impacts associated with project implementation and recommendations for mitigation measures and mitigation monitoring and reporting for each significant impact. The issue statements identified in the City of San Diego's Scoping Letter (Appendix A) form the basis of the impact analysis.

- Section 6.0, *Other CEQA Sections*, includes a discussion of growth inducement, significant irreversible effects and effects found not to be significant.

- Section 7.0, *Cumulative Impacts*, addresses the cumulative impacts due to implementation of the proposed project in combination with other recently approved or pending projects in the area. The area of potential effects for cumulative impacts varies depending upon the type of environmental issue.

- Section 8.0, *Alternatives*, provides a description and evaluation of alternatives to the proposed project. This section addresses alternatives that reduce or avoid significant impacts and compares these alternatives to the proposed project.

EIR references, contacts and preparer information are provided in Sections 9.0, 10.0 and 11.0, respectively.

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2.0 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The approximately 75-acre UTC Revitalization project site is located in the northern portion of the University Community Plan area in the City of San Diego, less than five miles from the Pacific Ocean but outside of the coastal zone, as designated by the California Coastal Commission (Figures 2-1, *Regional Location Map*, and 2-2, *Project Vicinity Map*). The trade area for the shopping center extends from Carlsbad to Mission Valley and from the coast to inland North County communities (Figure 2-3, *Primary Trade Area Map*). The project site is developed with the existing regional shopping center, which features department stores, specialty retail shops, automotive service shops, limited entertainment venues (e.g., ice rink), community meeting rooms, bus transit center, several surface parking lots, two parking structures and landscaped medians (Figure 2-4, *Existing Site Plan)*. A seven-acre developed open space occurs on site between the southern edge of the shopping center and Towne Centre Drive. The open space features landscaping, lawn and pedestrian pathways. The property is flanked by a number of public roads, including La Jolla Village Drive, Genesee Avenue, Nobel Drive and Towne Centre Drive. Vehicular access to the site occurs from these public roads via five separate driveways. Pedestrian access is available from sidewalks within the public rights-of-way fronting the site, a walkway through the adjacent seven-acre open space and two above-grade pedestrian bridges over La Jolla Village Drive and Genesee Avenue, respectively.

2.2 SURROUNDING LAND USES

The project site is surrounded by urban development consisting of office towers, hotel establishments, commercial/retail uses and high-density residential development. Immediately north of the site along La Jolla Village Drive are multi-story office towers, restaurants and the Embassy Suites tower. To the east are multi-story office developments, a synagogue~~, a church~~ and commercial/retail strip center. West of the site along Genesee Avenue is a commercial/retail strip center, high-density residential structures and developing residential uses associated with the Costa Verde project. To the south are single-family residential uses along Towne Centre Drive and higher density residential uses along Towne Centre Drive and Nobel Drive, including town home and condominium projects. High-density residential development also occurs along the Lombard Place driveway on to the project site. Farther from the site along Genesee Avenue is University High School, Rose Canyon open space and single-family residential development representing the south University City area. To the northwest of the site and north of La Jolla Village Drive is the University of California San Diego (UCSD). Office, industrial park, institutional and residential uses occur farther north of the site along Genesee Avenue and Towne Centre Drive. The airfield for Marine Corps Air Station (MCAS) Miramar is situated approximately five miles east of the UTC site along Miramar Road. Refer to Figure 2-5,

Project Site Aerial Photo, for a recent aerial photograph of the surrounding land uses within about 0.5 mile of the project site.

2.3 EXISTING SITE CONDITIONS

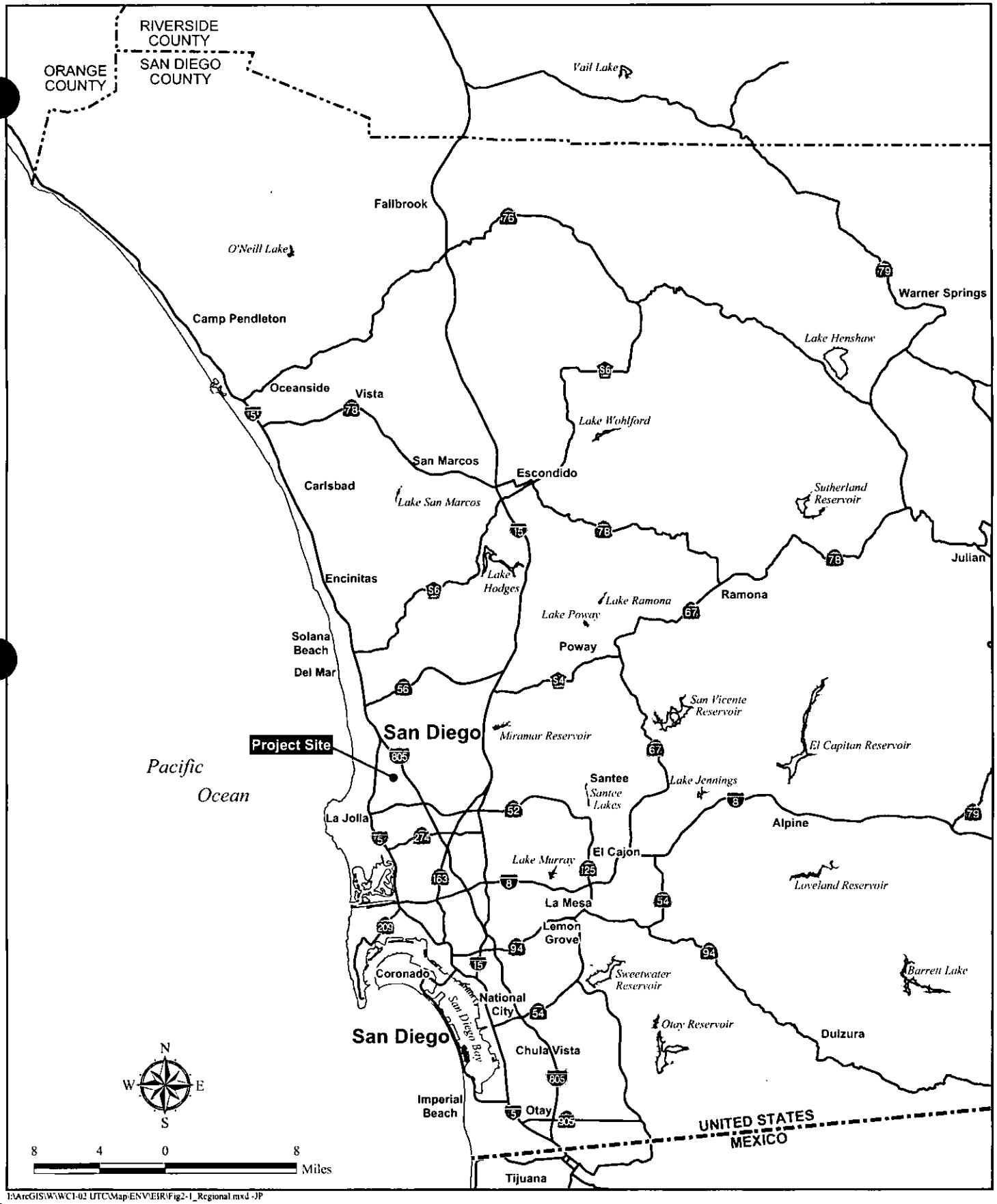
The majority of the site is developed with 1,061,400 square feet of shopping center buildings and surface lot and structure parking facilities. The existing UTC shopping center operates under Planned Commercial Development permit 83-017. Public water and sewer mains and easements exist on site and generally traverse around buildings and through the parking lot in the northwest corner of the property.

The topography of the developed portion of the site ranges in elevation from a high of 385 feet above mean sea level (amsl) in the northeast near the Sears department store and parking lot to a low of 360 feet amsl to the southwest near Macy's department store and parking lot. Topography for the developed open space ranges from 375 feet amsl near its interface with the shopping center and slopes downward in elevation to 300 feet amsl near Towne Centre Drive. No native habitat or natural drainages occur on site. The project site generally drains south-southeast off site into Rose Canyon, which ultimately flows to Mission Bay.

2.4 CUMULATIVE SETTING

The area surrounding the proposed project site, in particular the north University City area, is a high density urban area within the northwestern portion of the City of San Diego. The project area is comprised of high-rise office tower and hotel development, research and development/office park uses, higher density residential development, neighborhood and regional commercial centers and the institutional uses of UCSD, among other uses. Nearby office and hotel buildings are approximately 15 to 24 stories in height, and mixed-use residential structures further west of the project site are even taller. Refer to Section 2.2 for a description of the specific uses surrounding the proposed project site.

In the vicinity of the UTC Revitalization project are a number of land development proposals and other projects that would add development to the area both in the near-term and long-term or provide improvements to the transportation system servicing the area and region. Specifically, to the north along Towne Centre Drive is the continuing buildout of Eastgate Technology Mall, a business park, the Nexus Centre research and development/office project, the Qualcomm research and development/office project and the Towne Centre Science Park research and development/office project. The La Jolla Commons project, consisting of research and development/office use, condominiums and a hotel, is under construction to the north of La Jolla Village Drive, east of the project site. Two phases of La Jolla Centre III/IV office buildings are proposed northeast of the shopping mall adjacent to La Jolla Commons. Across from La Jolla Centre and La Jolla Commons on the south side of La Jolla Village Drive is the La Jolla Crossroads development of research and



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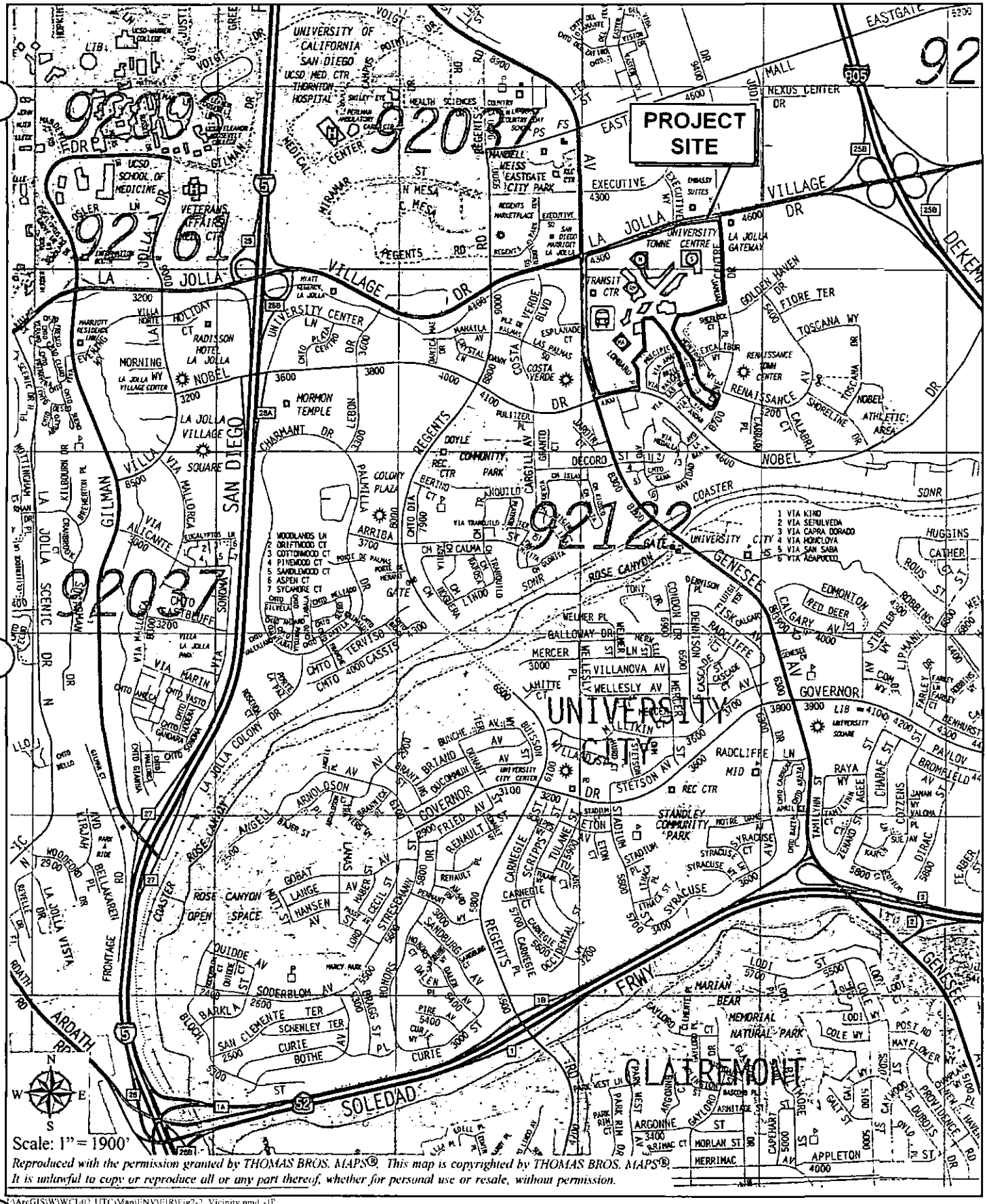
Regional Location Map

UTC REVITALIZATION PROJECT

Figure 2-1



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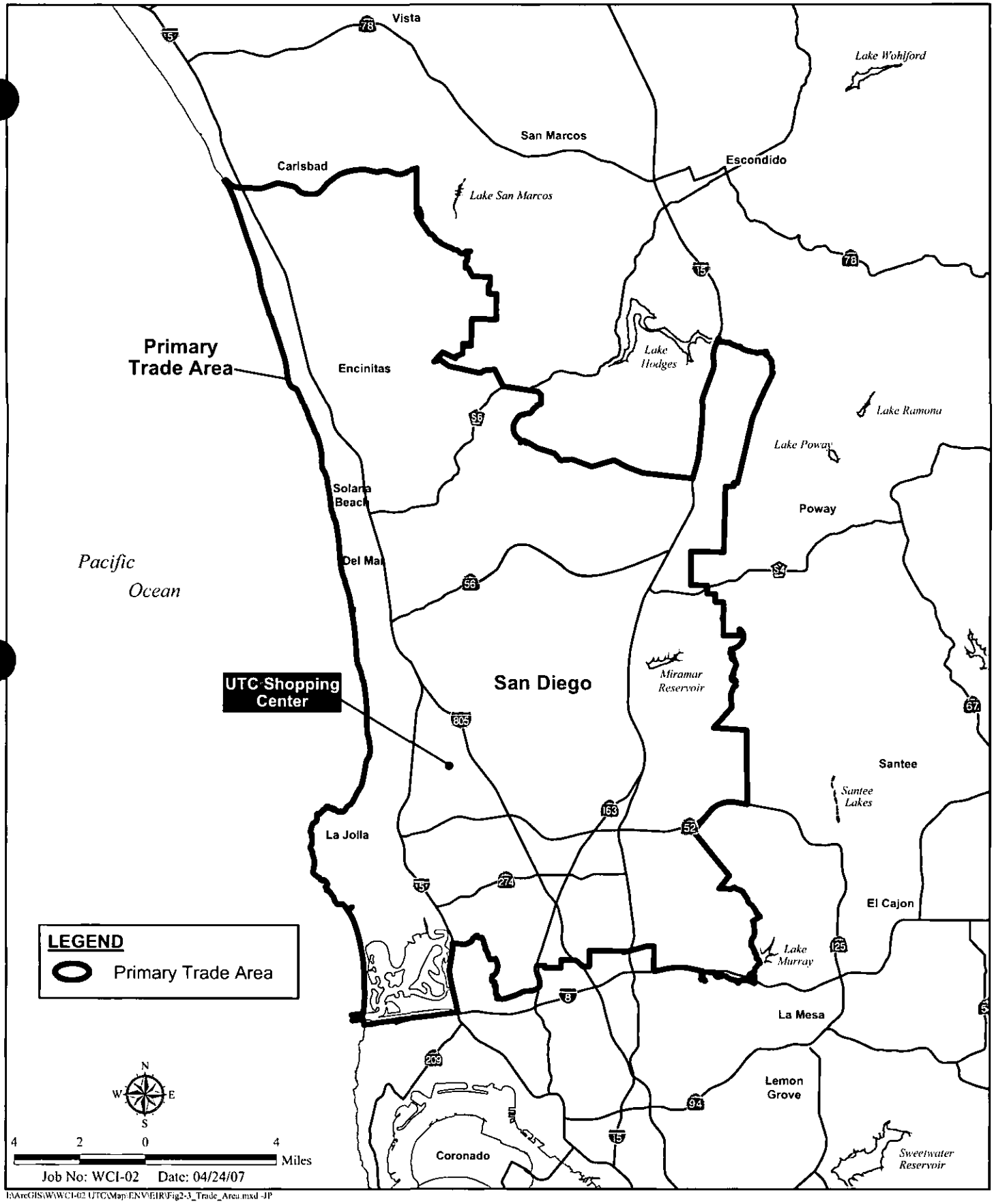
Project Vicinity Map

UTC REVITALIZATION PROJECT

Figure 2-2



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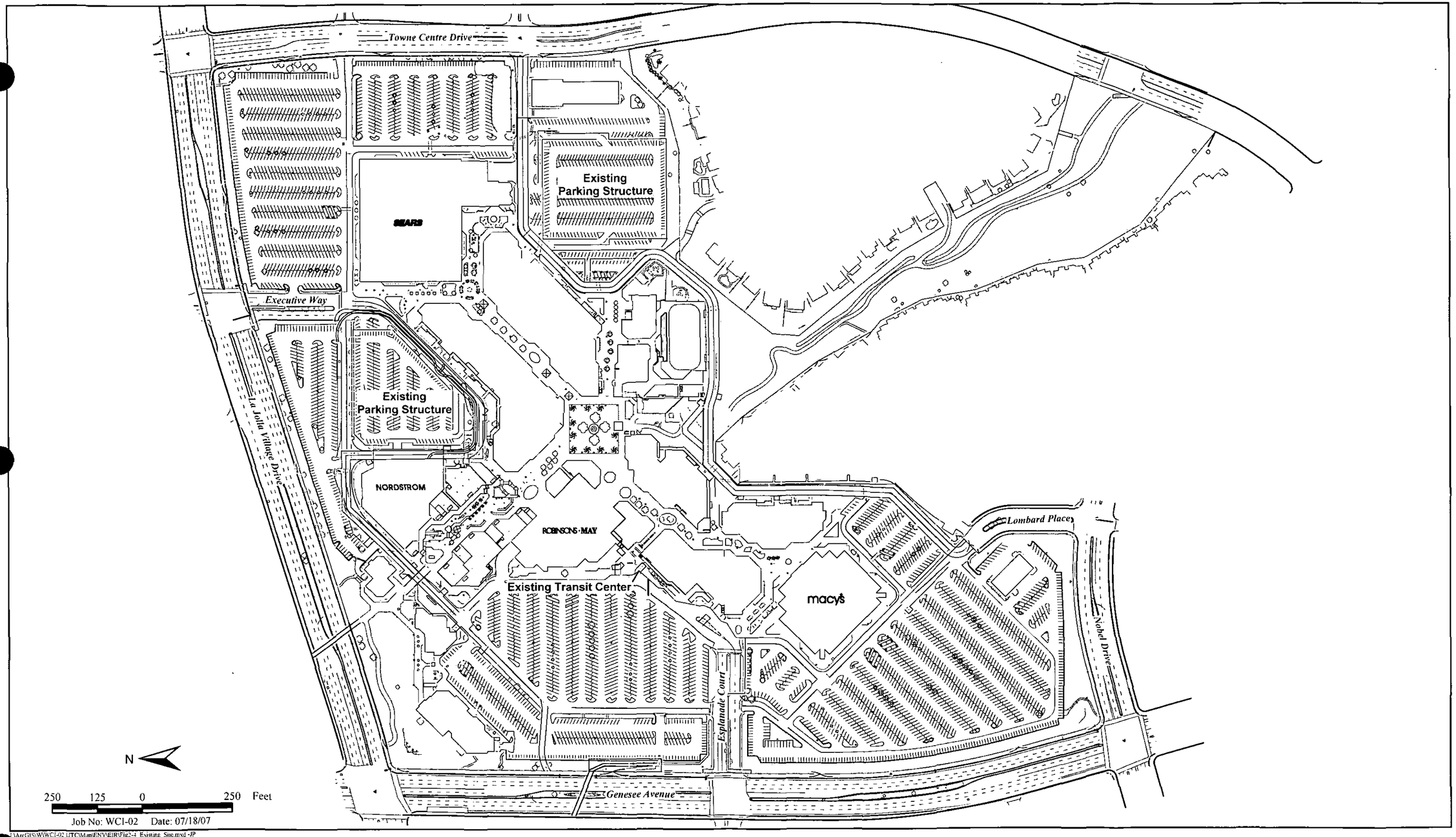
Primary Trade Area

UTC REVITALIZATION PROJECT

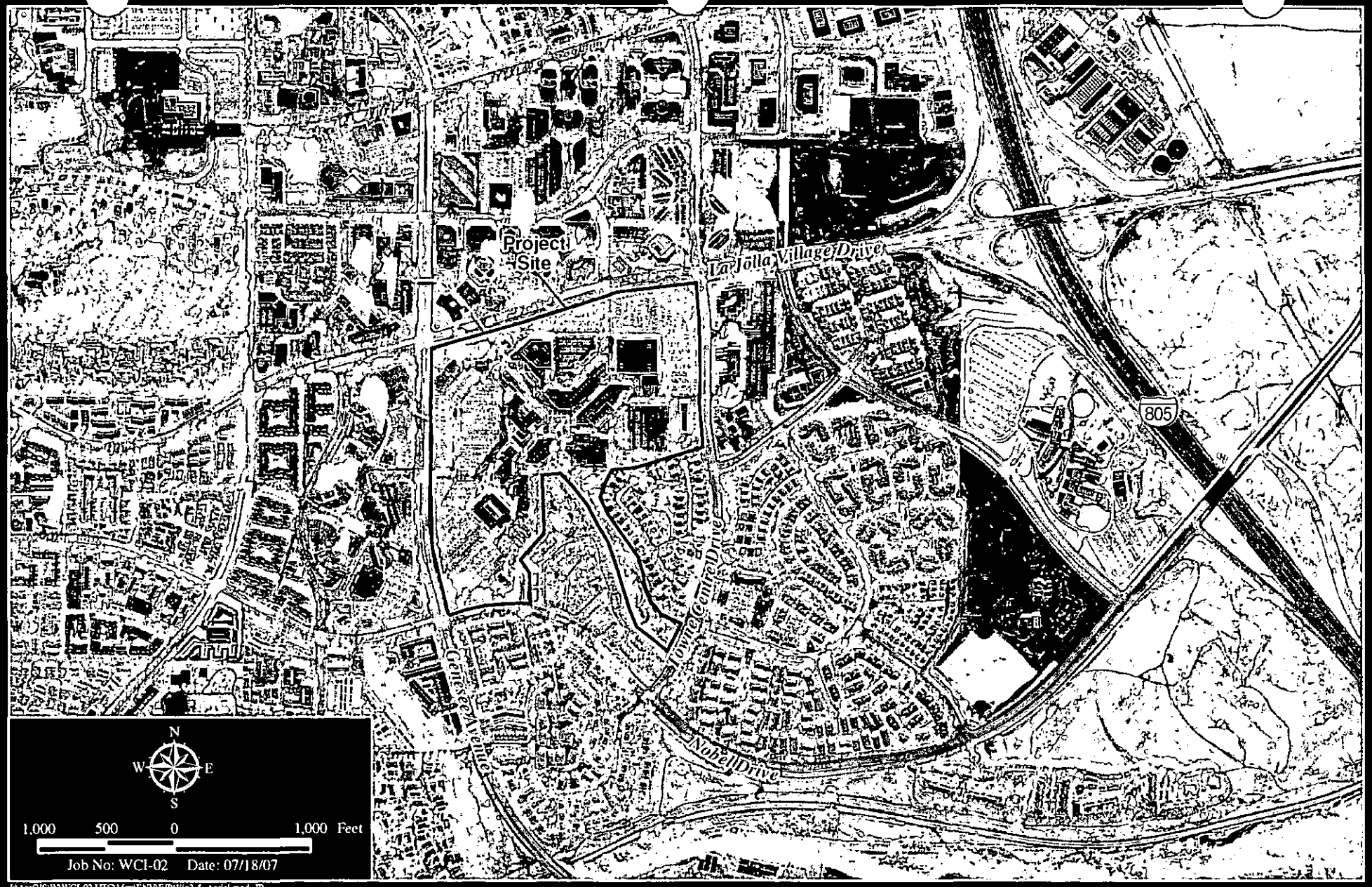
Figure 2-3



Existing Site Plan

UTC REVITALIZATION PROJECT

Figure 2-4



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Project Site Aerial Photo

UTC REVITALIZATION PROJECT

Figure 2-5

development/office uses and high density residential uses that are under construction. The Nobel Research Park is an approved research and development/office development, located adjacent to the La Jolla Village Drive/I-805 interchange. West of Genesee Avenue, the Monte Verde project was recently approved and will ~~is being pursued, which would~~ involve the construction of four condominium structures. In 2004, the UCSD campus approved an update to its long-range development plan (LRDP) for the entire campus.

Numerous transportation projects are also either under construction or proposed for construction in the project area. The Super Loop Transit project is an internal circulation element that would use "flex-trolleys" to connect key points in University City, including the future Nobel Coaster Station, UTC, businesses and residential areas and UCSD. Future phases have the loop expanding to connect the UTC/UCSD areas with businesses on Sorrento Mesa. The San Diego Association of Governments (SANDAG) is also pursuing extension of the Mid-Coast Light rail transit line from Old Town Trolley station to the University City area (stopping at the UTC shopping center). Other transportation-related projects in the area include: (1) Widening and lengthening of the Genesee Avenue bridge at the I-5 interchange; (2) Widening and improvement of the I-5/La Jolla Village Drive interchange, including its overcrossing; (3) Redesign of the I-5/Sorrento Valley Road interchange and addition of auxiliary lanes between La Jolla Village Drive and Sorrento Valley Road; (4) Construction of managed lanes along I-5 north and south between La Jolla Village Drive and Harbor Drive in Oceanside; (5) reconfiguration of the La Jolla Village Drive/I-805 interchange from cloverleaf to partial diamond ramps with high occupancy vehicle (HOV) lanes and (6) bus improvements at UCSD. Further discussion of the existing and proposed cumulative setting can be found in Section 7.0, *Cumulative Impacts*, and Figure 7-1, *Cumulative Projects*, illustrates the project locations in relation to the proposed project.

2.5 PLANNING CONTEXT

The proposed project is located within the University community planning area in the City of San Diego. The site is subject to the planning guidelines and policies of the City of San Diego *Progress Guide and General Plan,* including the *University Community Plan*, the San Diego Municipal Code, Land Development Code and *Strategic Framework Element*. Applicable planning guidelines and policies are summarized below and discussed in further detailed in Section 5.1, *Land Use and Planning*.

2.5.1 Progress Guide and General Plan

The City of San Diego utilizes the amended *Progress Guide and General Plan* (General Plan; as amended through 1996) as its umbrella document for long-range planning within the City's jurisdiction. Development policies are described within the General Plan in the form of Findings, Goals, Guidelines, Standards and Recommendations. These policies are specific to a variety of land use issues,

described as Elements of the General Plan. City staff is preparing an update to the General Plan, and it ~~is expected to go~~ went to the City Council in ~~October 2007~~March 2008.

There are 14 Elements within the General Plan covering planning issues such as housing, transportation and open space, to name a few. The Land Use Element of the General Plan is the program for guiding the City of San Diego's urban growth and is organized into three categories: Urbanized, Planned Urbanizing and Future Urbanizing. The project site is located in the *Planned Urbanizing* area of the City of San Diego.

While the General Plan lays the foundation for the more specific community plans, the *University Community Plan*, described below, relies heavily on the goals, guidelines, standards and recommendations within the General Plan. Where applicable, environmental goals and recommendations from the General Plan are referenced in this EIR.

2.5.2 University Community Plan

The *University Community Plan* (City of San Diego 1987a, as amended) identifies the UTC property as a regional commercial property in its generalized land use plan. The UTC site is contained within the Central Subarea of the community and recognized in the plan as one of two urban nodes (or areas with high density mixed-use) in the community. The Central Subarea is considered the most urban subarea in the community, characterized by "intense, multi-use urban development." The community plan is comprised of 12 policy elements, including Urban Design, Transportation, Development Intensity, Housing/Residential, Commercial and other issues. Several of these elements are applicable to the proposed project.

The Urban Design Element "defines the relationship of buildings and spaces and provides direction for public street improvements." Policies within the Urban Design element of the plan guide urban form within the community through the establishment of specific development criteria. The Transportation Element addresses existing and future roadway conditions, mass transit, parking and non-motorized transport within the community. The Development Intensity Element regulates the intensity of community development by identifying square footages or dwelling unit limits within each subarea. The development intensities established in the element were used in developing traffic forecasts for the community plan. The Land Use and Development Intensity table (Table 3 of the *University Community Plan*) assigns 1,061,000 square feet of regional commercial use to the UTC property. The Housing/Residential Element of the community plan identifies the location and density of residential development and addresses community character. The Commercial Element controls commercial development to meet the needs of the community residents and visitors. The Public Facilities Element addresses the adequacy of schools, police, fire, libraries, community centers, utilities and medical facilities within the community. The UTC site is recognized in the element as a prime location for public-serving facilities such as community centers. The Noise Element addresses

transportation noise effects on the community, including MCAS Miramar and vehicular noise. The Resource Management Element addresses the preservation and enhancement of community resources, which include water quality, erosion and conservation; air quality; energy usage and cultural resources. The Industrial Element is not applicable to the proposed project.

2.5.3 Strategic Framework Element

The City Council adopted the Strategic Framework Element on October 22, 2002 (City of San Diego undated). The element is the first phase in, and provides the overall structure to guide, a comprehensive update of the *Progress Guide and General Plan*, which ~~is anticipated for~~was ~~adoption~~ adopted by the City Council in ~~October 2007~~March 2008. The strategy intends for revitalization to occur by establishing a series of community centers ("villages") that provide walkable destinations (through measures such as a pedestrian network using pedestrian linkages and bridges over major arterials) and a sufficient population base to support neighborhood businesses and services. By increasing the overall housing supply through targeted density increase, the strategy is intended to increase housing opportunities. UTC and the higher density development surrounding it are specifically identified as an example of an existing Urban Village Center.

2.5.4 San Diego Municipal Code

The *San Diego Municipal Code* Chapter 12, Article 6, Division 6 (Land Development Code) sets forth the City's procedures for the issuance of Planned Development Permits (PDPs), while Chapter 12, Article 6, Division 5 sets forth the procedures for obtaining a Site Development Permit (SDP). The Zoning Ordinance within the Code provides specific development regulations for PDPs and SDPs, as well as specific site development regulations for the applicable zones. The project site is currently zoned for Commercial, CC-1-3.

2.5.5 Marine Corp Air Station (MCAS) Miramar Airport Land Use Compatibility Plan

The project site is located within the Airport Influence Area (AIA) identified in the ~~2005~~ 2004 ~~draft~~ Airport Land Use Compatibility Plan (ALUCP; formerly known as the *Comprehensive Land Use Plan* [CLUP]) for the MCAS Miramar and is affected by routine over-flights of military fixed and rotary-wing aircraft conducting flight training operations and/or transiting to and from MCAS Miramar.

The ALUCP is an advisory document that is designed to protect the airport from land use incompatibilities and provide the City of San Diego with criteria for addressing growth surrounding the airport. SANDAG, as the Airport Land Use Commission (ALUC), adopted the original CLUP for the air station in 1992 when the airport was a naval installation. Since the realignment of the air station for Marine Corps use, the U.S. Navy has updated the Air Installations Compatibility Use Zones (AICUZ) study for the airfield. Revised noise contours presented in the AICUZ study show

that the project site is located outside the 60 decibel (dB) Community Noise Equivalent Level (CNEL) for the base (MCAS 2005). The ALUC (now operated by San Diego County Regional Airport Authority [SDCRAA] but formerly operated by SANDAG) is currently in the process of preparing ALUCPs for all of the airports in San Diego County, including MCAS Miramar. When finalized, the updated document will contain countywide and airport-specific compatibility policies and criteria for local jurisdictions to consider in land use planning and discretionary permit actions. ~~to implement. Although it is not certain when the Draft ALUCP for MCAS Miramar will be finalized, it is currently in use by the City as the document guiding growth in the Miramar Airport Influence Area (AIA).~~

2.6 EMERGENCY SERVICES

2.6.1 Fire Protection and Emergency Medical Services

The proposed project would be served by the City's Fire-Rescue Department Station 35, located at 4285 Eastgate Mall. Station 35 houses one engine, one truck, one chemical rig, and one Battalion Chief vehicle. Four firefighters staff the engine at all times, and four firefighters staff the truck company at all times. The station is also staffed with a Battalion Chief and two paramedics, for a total of 11 people.

The City strives to provide an average maximum initial response time of no more than six minutes for fire suppression activities. The response time to the site is approximately 1.6 minutes ~~estimated to be within three minutes~~ as the station is located approximately 1.5 miles from the site. The current response time from the nearest fire station is within the acceptable response time of six minutes for fire protection and eight minutes for paramedic service. However, the project site does not have the ability of a full first alarm assignment, which consists of three engines and two trucks, to reach the site in a prescribed time. In addition, the engine company at the Eastgate Mall site is over workload capacity in number of incidents handled per year, which necessitates outlying engine companies from distant stations to provide service to this area.

Additional stations that would provide backup services to Fire Station 35 include Fire Stations 27, 28 and 41. The response time to the project site from Fire Station 27 is approximately 6.6 minutes, approximately 9.9 minutes from Fire Station 28, and approximately 5 minutes from Fire Station 27.

2.6.2 Police Protection

Police protection to the site is provided by the City of San Diego Police Department Northern Division, located at 4275 Eastgate Mall. There are a total of approximately 185 sworn law enforcement officers within the Northern Division. The department goal is for a ratio of officers to population of 1.5 officers per 1,000 persons. The Northern Division encompasses 68.2 square miles and serves a population of 249,873 people, which results in 0.6 officers per 1,000 population, 232 officers less than the goal ratio.

Police responses are based on the category of the call for service. Emergency calls include situations where officers or other persons have been injured; Priority One calls include crimes in progress such as burglary; Priority Two calls include vandalism in progress and property crimes; Priority Three crimes include calls after a crime has been committed such as burglaries and noise calls (loud music and dogs barking); and Priority Four calls include nuisance calls such as children playing in the street or lost and found reports. The police department's goal for responding to emergency priority calls is seven minutes. Response times on average for the Northern Division are 8.9 minutes for emergency calls and 18.4 minutes for Priority One calls. The Northern Division response time exceeds the City's average response times of 7.3 minutes for emergency calls and 13.1 for Priority One calls.

Response times to the project site are difficult to determine because officers patrol the community and do not often respond to a call directly from the substation. The current 8.9-minute average response time is 1.6 minutes over the City's 7.3-minute average response time for emergency calls.

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3.0 PROJECT DESCRIPTION

3.1 PROJECT BACKGROUND

The UTC Revitalization project (proposed project) is the proposed redevelopment and renovation of a regional shopping center that was originally constructed in the City of San Diego in the late 1970's, opened in 1977, and expanded in 1984. The existing open-air center features department stores, specialty retail shops, automotive service shops, entertainment venues, multiple dining venues, community meeting facilities, a bus transit center and parking areas, with a total center size of 1,061,400 square feet (sf) within approximately 75 developed acres.

For more than two decades, UTC has served as the Town Center for the University City and Golden Triangle communities, which generally contain the land area bordered by Interstate 5 (I-5) to the west, Interstate 805 (I-805) to the east and State Route 52 (SR-52) to the south. The original center primarily consisted of three department stores connected by an outdoor pedestrian mall and single-level retail shops surrounded by surface parking lots and several small retail outbuildings. The center's 1984 expansion consisted of the addition of a fourth department store, several new multi-level shops, and two new single-level parking decks. UTC has not undergone any major expansions since 1984, and although internal renovations were implemented in 1998 and a new retail store was recently constructed ~~is currently under construction~~ in conjunction with the decommissioning of part of the Robinson's-May department store, the center has not been able to meet the needs of the ever growing and evolving consumer and business demands within its region. In addition, regional transportation agencies have shifted focus in the area from accommodating single occupant vehicles to expanding public transportation opportunities in order to better serve the needs of the regional population and traffic congestion within the University City and Golden Triangle communities.

3.2 PROJECT OVERVIEW

The proposed project addresses the current inadequacies of the department stores, specialty retail shops, dining and entertainment options, as well as the isolated nature of the center from the surrounding community. The proposed project includes renovation of the existing regional shopping center through the construction of new and expanded retail and the addition of residential~~, and possible hotel and/or office,~~ development on site. The proposed project also addresses the regional transportation agencies' goal of expanding public transportation opportunities to ease traffic congestion within the University and Golden Triangle area by providing opportunities for mid- and long-range public transportation improvements that are currently being contemplated for the project area.

To accomplish the project, the project applicant is requesting approval of a Community Plan Amendment (CPA), which was initiated by the City Planning Commission on February 7, 2002 through adoption of Resolution No. 3255-PC. The project applicant is also seeking approval of a Rezone, Master Planned Development Permit (Master PDP) and a Site Development Permit (SDP) for the entire project. In addition, a Vesting Tentative Map (VTM) is proposed to subdivide the property into ~~22~~ 23 lots and ~~11~~ 13 air rights parcels. Sewer and water easement vacations are also proposed. The CPA, Rezone, Master PDP, SDP, and VTM are the subject of this Environmental Impact Report (EIR). Details of the project features are presented below in Section 3.4, *Project Characteristics*.

3.3 PROJECT OBJECTIVES

The following are basic project objectives for the UTC Revitalization project:

1. Revitalize an existing regional shopping center which balances the functional needs of the existing center in a way that better serves the surrounding University City service area, which has expanded substantially through population growth and urban development over the last 15 to 20 years.

2. Create land use districts on site that will provide the project applicant the flexibility to develop a mixture of retail, and residential, ~~hotel and/or office~~ uses within each district based on changing market demand.

3. Develop updated, expanded and enhanced retail and entertainment spaces in a comprehensive and economically feasible manner to enable commercial tenants to be competitive in the changing retail and entertainment marketplaces.

4. Create an improved street presence for the shopping center by removing existing landscaped berms and placing a new community plaza and buildings on the perimeter of the center to provide visual identity, provide pedestrian gateways from the public sidewalks into the activity centers and courtyards of the project, and serve as a strong focal point of activity for the urban node of the University community.

5. Introduce residential use to the shopping center site to minimize local trips and encourage transit use in the urban core of central San Diego County.

6. Reserve right-of-way on site for expanded public transportation facilities to better serve the University community and renovated center in a location that will support transit-oriented development in the urban core of central San Diego County.

7. Enhance the utilization of pedestrian and bicycle linkages from UTC to and from the surrounding community.

8. Provide for improved and expanded community facilities at the shopping center.

9. Offer a broader range of goods and services by providing updated and expanded retail, dining and entertainment options that promote extended stays at the center and are within the University City community and serve as a means to reduce peak hour commute trips in the project area.

10. Implement a green building program under the Leadership in Energy and Environmental Design (LEED) certification process which would result in a highly sustainable development through the use of low energy systems, sustainable landscape and water conservation.

11. Provide a range of for-sale or rental, market rate housing, including required affordable housing on site.

3.4 PROJECT CHARACTERISTICS

As noted previously, the project applicant is requesting City approval of a CPA, Rezone, Master PDP, SDP and VTM to implement the proposed project. A description of these discretionary actions is provided below. All uses would be consistent with the proposed Commercial (CR-1-1) zone defined in the City of San Diego Land Development Code (Chapter 13, Article 1, Division 5 of the San Diego Municipal Code [SDMC]).

3.4.1 Community Plan Amendment

The proposed project would require approval of an amendment to the *University Community Plan* which would modify both policy text and graphics in the Community Plan to shift La Jolla Village Drive and Genesee Avenue from auto-oriented roadways to components of the urban node pedestrian network and to increase the retail square footage and allow for residential~~, hotel and office~~ development on site. These policy changes would encourage infill development that would enhance street vitality in the urban core of the University Community area by opening up the shopping center to a more pedestrian-oriented scale and avoiding the "superblock" arrangement of uses that has historically been the development pattern in the community. Specifically, policy language in the Urban Design Element of the Community Plan would remove references to the auto-oriented aspects of La Jolla Village Drive and Genesee Avenue within the urban node, remove the goal of retaining the sloping landscape berms along those roadways and would remove a limitation on the height of in-fill development along the urban node pedestrian network. The specific policy language changes are described in detail in Section 5.1, *Land Use*, of this report. In addition, Figures 9, 10, 11 and 12 in the Community Plan would be updated to reflect the proposed policy changes.

In terms of land use changes to the Community Plan, the UTC shopping center is recognized as a Regional Commercial use in the *University Community Plan* (City of San Diego 1987a; as amended in 2000) and an urban village center in the Strategic Framework Element of the Progress Guide and General Plan. The canyon open space contained on site along Towne Centre Drive is recognized as Open Space in the Open Space and Recreation Element of the Community Plan and its land use designation would not change under the proposed project. The proposed Community Plan Amendment (CPA) would modify the intensity table within the Development Intensity Element. The intensity table (Table 3 in the adopted plan) reflects the 1,061,000 sf of regional commercial space that is currently entitled on site. The existing center has 1,061,400 sf of retail space (i.e., 400 sf over the amount allowed in the Community Plan), not all of which is occupied, and the proposed project would increase the retail square footage allowed on site by the Community Plan from 1,061,000 to up to 1,811,400 sf and add reference to the up to 725 proposed residential units ~~and possible hotel and office uses~~ in the intensity table. Table 7 and Figure 29 in the Housing/Residential Element of the community plan would also be modified to incorporate up to 725 multi-family units proposed on site (i.e., the maximum number of units that could be implemented on site). The UTC property would be identified on Figure 29 as having the potential for residential development at an overall density of 29 dwelling units per acre (du/ac), in accordance with the density calculations contained in the CR-1-1 zone. Table 3-1 contains a summary of the proposed land use changes on site and in the Community Plan. More details on the CPA are provided in Section 5.1, *Land Use*. A decision on the CPA would be made in accordance with the City's Process Five procedures.

Table 3-1
PROPOSED COMMUNITY PLAN AMENDMENT
LAND USES

Land Use Category	Existing Center	Proposed Net Redevelopment	Proposed CPA Total
Department Stores, Specialty Retail, Restaurants, Community Uses	1,061,400 sf gla	Up to 750,000 sf gla	Up to 1,811,400 sf gla
Multi-family Residential	None	Up to 725 units	Up to 725units
~~Hotel~~	~~None~~	~~Up to 250 rooms~~	~~Up to 250 rooms~~
~~Office~~	~~None~~	~~Up to 35,000 sf~~	~~Up to 35,000 sf~~
Open Space	7.0 acres	- - -	7.0 acres

Source: Westfield Corporation, Inc. 2007.
gla - gross leasable area

3.4.2 Rezone

The majority of the project site is currently zoned Commercial (CC-1-3) for community commercial uses, except for a small portion of the existing open space which is zoned residential (RS-1-14). In recognition of the regional character of the UTC shopping center and the Regional Commercial land

use designation in the *University Community Plan*, the project applicant is proposing to rezone the portion of the property designated Regional Commercial in the Community Plan to Commercial (CR-1-1) for regional commercial uses, leaving the portion of the site designated as Open Space in the Community Plan zoned CC-1-3 and RS-1-14 (see Proposed Zoning graphic on page 5:2 of the Master PDP, see Appendix E). The purpose of the CR zone is to provide areas for a broad mix of retail and other uses; the zone is intended to accommodate large-scale, high intensity developments located along major streets, primary arterials and major public transportation lines. The CR-1-1 zone allows a mix of regional serving commercial and residential uses, with an auto orientation. Multi-family residential is permitted in the CR-1-1 zone provided it is part of a mixed-use (commercial/residential) project. Generally, the existing and proposed commercial zones contain similar development regulations, except that the CR-1-1 zone allows for maximum structure heights of 60 feet (versus 45 feet) and a floor area ratio of 1.0 (versus 0.75). Refer to Section 131.0530 of the *San Diego Municipal Code* (SDMC) for additional details on the development regulations for commercial zones (Chapter 13, Article 1, Division 5 of the SDMC).

As noted above, the Master PDP proposes to incorporate the SDMC development regulations for the Regional Commercial zone (CR-1-1). These development regulations govern lot area, setbacks, structure height, floor area ratio, parking, landscaping, and building articulation, among other factors. The CR-1-1 zone permits structures up to 60 feet in height and the majority of property would be developed with structures rising 40 feet above finished grade. However, a deviation from the height limit in the CR-1-1 zone is requested by the project applicant to allow for the development of several taller retail structures, residential structures, and parking garages~~, and possibly hotel or office structures~~. The Master PDP proposes retail buildings and parking structures within 20 feet of the public right-of-way be limited to 80 feet in height. Above 80 feet, the height of new retail and parking structures and their signage would be limited by an imaginary plane rising away from the parapet on the structure at a 45-degree angle to the maximum height of 100 feet (Figure 5.2-67, *Maximum Building Envelope – Retail and Parking Structures*). The maximum height for ~~residential, hotel and office~~ structures would be limited to 325 to 390 feet above grade, depending on the location of the structure on site relative to the airfield at MCAS Miramar. These height deviations from the proposed zoning regulations in the SDMC are outlined in the Master PDP. Building heights are limited due to Federal Aviation Administration (FAA) limitations in the area associated with MCAS Miramar. A Notice of Construction or Alteration has been submitted to the FAA to allow for the proposed building heights.

The project proposes other deviations from the CR-1-1 zone regulations. The project would include residential use/parking in the front half of lots (a deviation from SDMC §131.0540). Parking would occupy more than 50 percent of the street frontage (a deviation from SDMC §131.0556). Building elevations within 20 feet of the property line fronting a public right-of-way would include offsetting planes as described with the Master PDP and below (a deviation from SDMC §131.0554). In addition, the project would allow street trees to be placed four feet from the face of a curb along

noncontiguous sidewalks adjacent to major street, primary arterial and expressways (with posted speed limits of 50 miles per hour or greater) (a deviation from SDMC §142.0409).

3.4.3 Master Planned Development Permit/Site Development Permit

The PDP is proposed to allow for greater "flexibility in the application of development regulations for projects where strict application of the base zone development regulations would restrict design options and result in a less desirable project," pursuant to Section 143.0401 of the SDMC. The SDMC allows applicants to obtain a Master PDP to provide flexibility for projects in which not all of the project components are fixed at the time of approval. The SDMC allows for detailed plans to be submitted in the future. A Master PDP would help to implement City objectives for mixed-use projects, such as the proposed revitalization and expansion of UTC. The Master PDP proposes development regulations in accordance with Section 143.0480 of the SDMC, including a conceptual site plan, architectural and landscape design guidelines, parking criteria, public transportation facilities, traffic and pedestrian circulation plans. The proposed Master PDP would supersede the existing Planned Commercial Development Permit (PCD permit 83-017) under which the existing shopping center currently operates. The Master PDP is on file with the City and graphics illustrating the proposed project are contained in Appendix E to this report.

Future development on site would have to be determined to be substantially consistent with the conceptual development regulations proposed at the time of Master PDP approval (per SDMC Section 143.0480). That consistency would be determined during a Substantial Conformance Review (SCR) by City staff. The proposed development regulations are outlined below. At a point in time when detailed building and landscape drawings are submitted to the City for approval, the project applicant would request that they be processed under the SCR process (as outlined in Section 126.0112 of the SDMC). If the development request is in excess of 50,000 sf, the SCR would be a Process Two approval, whereas development proposals under 50,000 sf would be subject to a Process One approval. City staff would have to determine that any future building permit is consistent with the proposed development regulations contained in the Master PDP; otherwise, the project applicant may have to apply for an amendment to the Master PDP, as necessary. Although not contemplated at this time, any amendment to the approved Master PDP would be addressed under a separate environmental review document.

The proposed SDP is required because the UTC property is situated in the Community Plan Implementation Overlay Zone (CPIOZ), Type "A" area, according to the *University Community Plan*. Section 132.1401 of the SDMC states that the purpose of the SDP regulations is to "provide supplemental development regulations that are tailored to specific sites within community plan areas of the City."

Potential Land Use Scenarios

~~The Master PDP proposes a mix of land use that could yield a maximum of 750,000 sf of new retail, 725 residential dwelling units, 250 hotel rooms and 35,000 sf of office space on site.~~ The proposed project entails renovation and expansion of retail uses by 750,000 sf and the development of 250 residential units. The proposed Master PDP would allow flexibility in the development of the center based on ADT generated by each use on the site and critical peak hour equivalency of AM inbound and PM outbound ADT movement. ADT and critical peak hour movements cannot exceed the proposed project scenario of 750,000 square feet of retail and 250 residential units (see Table 5.3-20). Examples of eight land use scenarios are provided to illustrate how the center may develop under the guidelines of the Master PDP; however, in response to public review comments, the applicant has decided to no longer pursue developing hotel or office uses on the UTC property. Because hotel and office uses are no longer proposed, they have been eliminated from the Master PDP. The analysis for all of the land use scenarios, including those that contain hotel and/or office uses, remains in the EIR for information purposes. The development intensity of the retail and residential uses can not exceed the traffic parameters established in this analysis (Table 5.3-20).~~As options to this proposed land use scenario, the project applicant is requesting approval of a Master PDP that would allow for up to seven other potential land use scenarios provided they have similar or less average daily traffic (ADT) and critical peak hour movements compared to the proposed project.~~ Table 3-2, *Land Use Scenarios*, depicts the different uses proposed under each land use scenario. This EIR evaluates the worst-case conditions that could be experienced under any of ~~all~~the eight land use scenarios originally proposed by the Master PDP, and includes a discussion of the hotel and office uses for information purposes only since they are no longer proposed by the applicant and have been removed from the Master PDP. Therefore, depending on the issue, the EIR identifies which land use scenario would result in the maximum or worst-case impacts. For instance, the traffic study conducted for the proposed project also evaluated the traffic impacts of the worst-case of the seven land use scenarios, the Maximum Residential scenario (Linscott, Law and Greenspan [LLG] 2007). A summary of the land use scenarios analysis is provided in Section 5.3, *Transportation/Circulation*, of this report. Similar approaches are taken for other topics addressed in Section 5.0, *Environmental Analysis*, of this report.

Land Use Districts

The project applicant proposes to create seven land use districts on site containing both new and refurbished retail and other development as described below. Different land uses are proposed within each district to allow the flexibility to construct any of the eight land use scenarios, as outlined in Table 3-2. Potential land uses include retail, residential, ~~office, hotel~~ and open space. Table 3-3 summarizes the existing and proposed land uses within each district, while a description of the land use characteristics of each district is provided below. Refer to Figure 3-1, *Conceptual Site Plan/Land Use Districts*, for the locations for each district. Development within each district would be required to comply with the CR-1-1 development regulations, as modified by the development regulations contained in the UTC Master PDP (and outlined below).

A density transfer between districts may be approved through the SCR process if the scenario complies with the requirements of the Master PDP and does not exceed the overall development intensity limit for the project site (based on traffic parameters). The Master PDP would allow any district to expand or reduce in size by up to 20 percent during the SCR process. Districts would also be allowed to gain up to an additional 30 percent of retail area during the SCR process provided the overall total does not exceed the limits established in the Master PDP. The transfer of residential units from one district to another (where permitted) would also be allowed through the SCR. As discussed above, the Master PDP would allow flexibility in the development of the center based on ADT generated by each use on the site and critical peak hour equivalency of AM inbound and PM outbound ADT movement. Examples of eight land use scenarios are shown in Table 3-2 to illustrate how the center may develop under the guidelines of the Master PDP, as long as the mix of land uses development intensity does not exceed the traffic parameters established in this analysis (Table 5.3-20). ~~A maximum of 750,000 sf of retail, 725 residential units, 250 hotel rooms and 35,000 sf of office space would be allowed on site, as long as the mix of land uses development intensity (based on traffic parameters) is not exceeded. The development of hotel or office uses would require a commensurate reduction of retail space and/or residential units, as shown in Table 3-2~~.

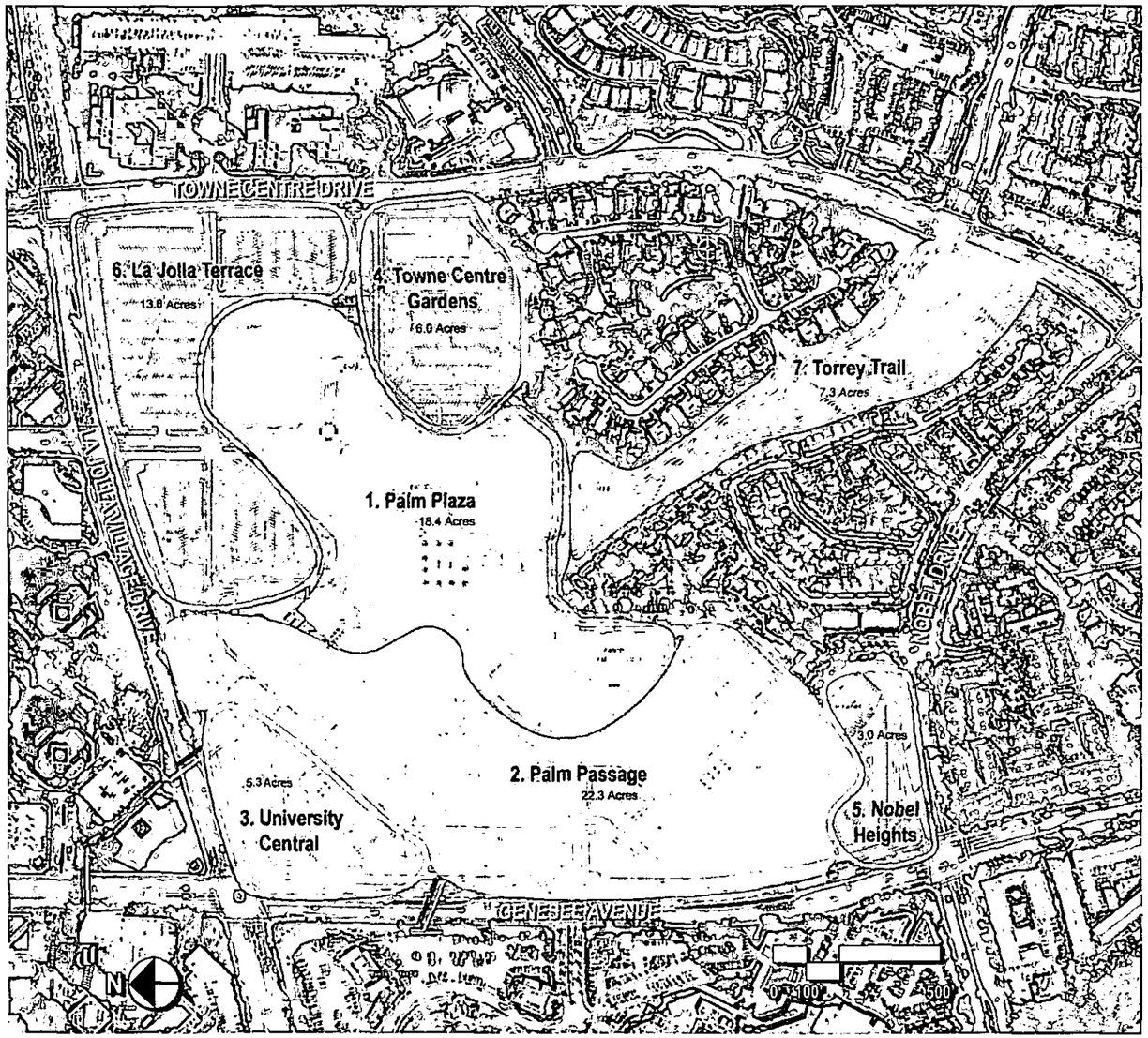
Table 3-2
POTENTIAL LAND USE SCENARIOS[1]

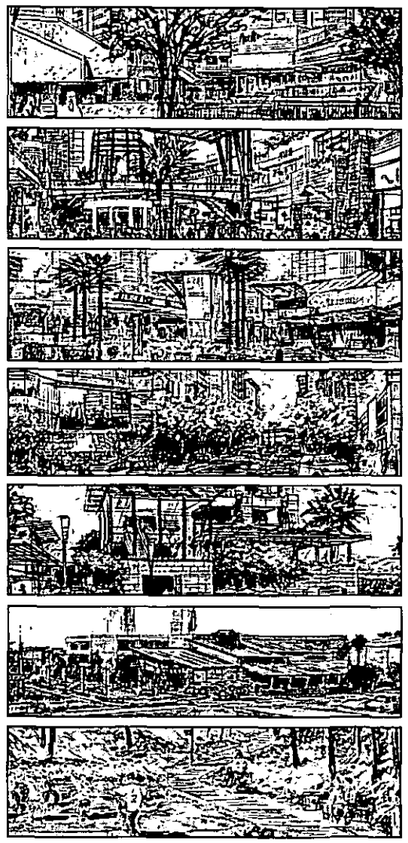
Project Scenarios	Land Use			
	Retail	Residential	Hotel	Office
Proposed Project	750,000 sf	250 units	- - -	- - -
Scenario 2: Maximum Residential	610,000 sf	725 units	- - -	- - -
Scenario 3: Maximum Hotel	525,000 sf	- - -	185 rooms	- - -
Scenario 4: Maximum Office	525,000 sf	- - -	- - -	35,000 sf
Scenario 5: All Uses	375,000 sf	250 units	100 rooms	35,000 sf
Scenario 6: No Hotel	425,000 sf	500 units	- - -	35,000 sf
Scenario 7: No Office No. 1	425,000 sf	300 units	250 rooms	- - -
Scenario 8: No Office No. 2	350,000 sf	610 units	250 rooms	- - -

[1]The Master PDP would allow flexibility in the development of the center based on ADT generated by each use on the site and critical peak hour equivalency of AM inbound and PM outbound ADT movement. ADT and critical peak hour movements cannot exceed the proposed project scenario (see Table 5.3-20). Examples of eight land use scenarios are provided to illustrate how the center may develop under the guidelines of the Master PDP with a varying mix of retail, residential, hotel and office uses, as long as the mix of land uses development intensity does not exceed the traffic parameters established in this analysis (Table 5.3-20). As noted above, the applicant has decided to revise the Master PDP to eliminate all hotel or office uses. The analysis of the scenarios containing such uses remains in this report for information purposes.

District One – Palm Plaza

Palm Plaza consists of the central portion of UTC, where the majority of the existing retail occurs (Figure 3-1). Currently, 511,000 sf of retail occurs within this district. Changes in District One could entail the construction of up to 80,000 sf of additional retail; parking needs for this additional retail





Palm Plaza
- one and two level shopping centre
- two and three story department stores
- parking (structured / surface)

Palm Passage
- one and two level shopping centre
- two and three story department stores
- parking (structured / surface)

University Central
- plaza / restaurants / retail
- mid-coast light rail transit station
- bus transit station
- residential
- hotel
- office
- parking

Towne Centre Gardens
- residential
- restaurants / retail
- parking (structured / surface)

Nobel Heights
- residential and /or hotel
- restaurants / retail
- parking (structured / surface)

La Jolla Terrace
- one and two level shopping centre
- hotel
- office
- parking (structured / surface)

Torrey Trail
- existing bike and pedestrian path
- open space
- recreational areas
- childcare facility

Source: Master Planned Development Permit for Westfield UTC

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Conceptual Site Plan/Land Use Districts

UTC REVITALIZATION PROJECT

Figure 3-1

would be satisfied in adjacent districts. Some renovation of the existing buildings and refurbishing of the site furnishings and landscaping would also be anticipated under the proposed project. Under the Master PDP land use scenarios described above, no other development would occur in District One.

District Two – Palm Passage

Palm Passage currently consists of surface parking, a bus transit center and three department store buildings (Nordstrom, Robinsons-May and Macy's) and a portion of the retail shops in the vicinity of the Nordstrom and Robinsons-May department stores. There is currently 450,000 sf of retail within Palm Passage. As an extension of the District One, the Palm Passage area would involve the addition of up to 470,000 sf of new retail space on site. The District Two retail expansion would involve construction of two new department stores (i.e., Nordstrom and Macy's) adjacent to Genesee Avenue and the addition of a third new anchor store building adjacent to La Jolla Village Drive, near the existing Nordstrom building, and one- and two-level retail shops. Parking would be provided in surface parking lots and in parking structures constructed below the retail level in this district. In addition, two or more multi-level parking structures would be constructed within the district's boundaries. The existing bus transit center would be preferably relocated within this district to the street frontage along Genesee Avenue south of Esplanade Court based on extensive coordination between the applicant, San Diego Association of Governments (SANDAG) and San Diego Metropolitan Transit System (MTS) officials (Figure 3-2, *Transit Center Concept Plan*). This transit center location could ultimately be connected with the elevated station for the Mid-Coast light rail transit (LRT) system proposed in the future by SANDAG along Genesee Avenue. The UTC transit center concept is preferred by the applicant to other sites explored with SANDAG and MTS for a number of reasons that are summarized below under Traffic and Pedestrian Circulation Improvements and outlined in detail in the Traffic Impact Study appendix on transit (Appendix Q of EIR Appendix B).

Palm Passage would include walkways and courtyards that would connect to Palm Plaza, University Central, Nobel Heights and the public pedestrian network along the perimeter of the site, allowing visitors and UTC residents to more easily traverse the property. Palm Passage would be gently terraced upward from the corner of Genesee Avenue and Nobel Drive towards District Three, University Central. Under the potential land use development scenarios in the Master PDP, District Two could feature less retail space if the project applicant elects to construct more residential ~~or hotel/office uses~~ in other districts on site.

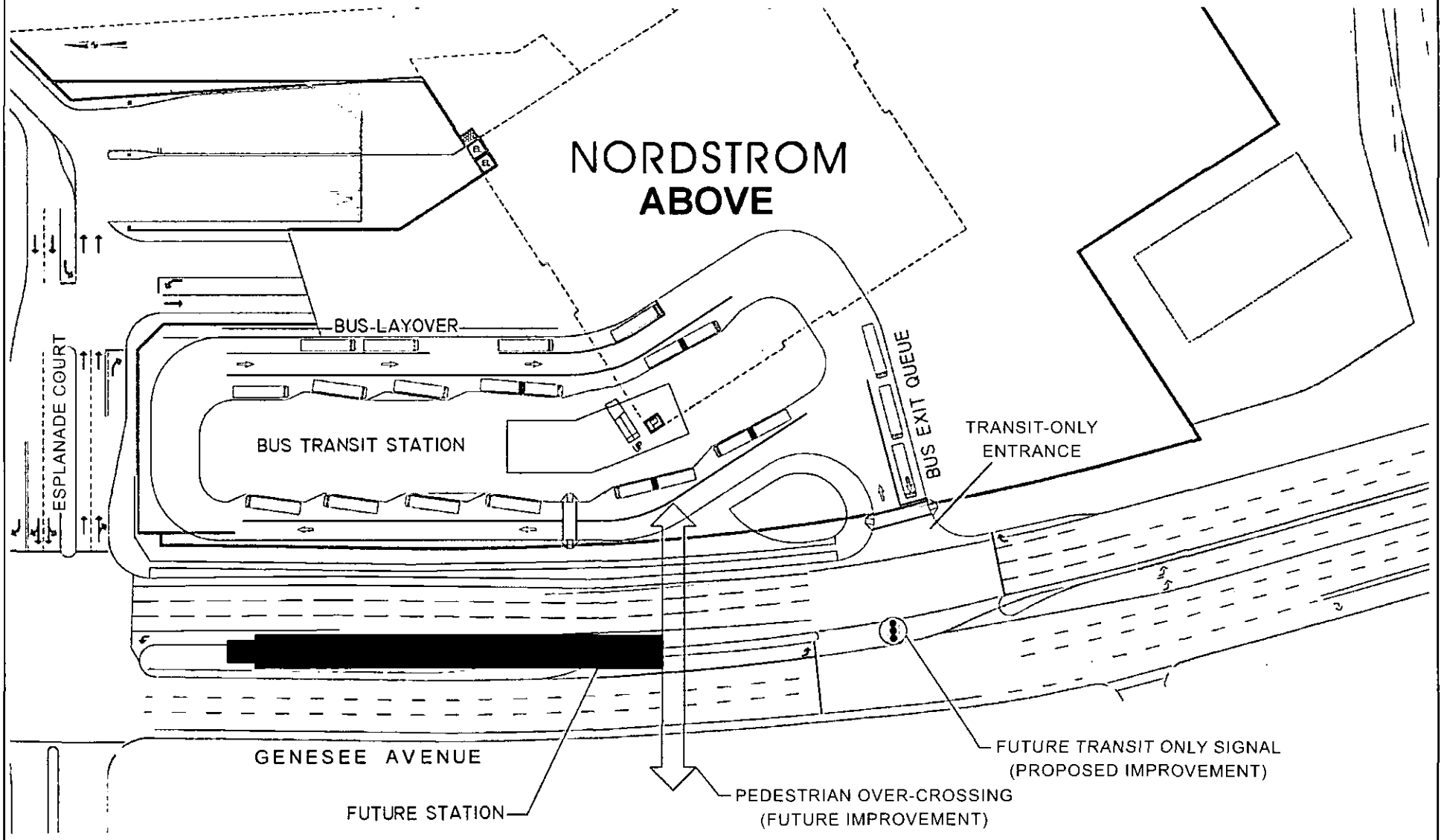
Table 3-3
EXISTING AND PROPOSED LAND USES BY DISTRICT

Districts*	Acres	Existing		Proposed[1]		
		Uses	Retail (sf)	Potential Uses	Retail Addition (maximum sf)	Dwelling Units
Palm Plaza	18.4	Regional Commercial	511,400	Regional Commercial	80,000	0
Palm Passage	22.3	Regional Commercial, Parking, Transit Center	450,000	Regional Commercial, Parking, Transit Center	470,000	0
University Central	5.3	Regional Commercial, Parking	45,000	Regional Commercial, Residential, ~~Hotel, Office,~~ Parking	75,000	100
Towne Centre Gardens	6.0	Regional Commercial, Parking	10,000	Residential, Parking, Retail	20,000	100
Nobel Heights	3.0	Regional Commercial, Parking	10,000	Residential, ~~Hotel,~~ Parking, Retail	20,000	50
La Jolla Terrace	13.6	Parking	35,000	Regional Commercial, ~~Hotel, Office,~~ Parking	85,000	0
Torrey Trail	7.3	Open Space	0	Open Space, Recreation, Childcare Facility	0	0

Source: Westfield Corporation, Inc. 2007.
* Refer to Figure 3-1 for the location of the districts.
≤ = equal to or less than
[1] The proposed land uses presented in this table are based on Master PDP land use scenario 1; actual retail square footage and dwelling units within each district could vary depending on the ultimate mix of land uses constructed, consistent with the Master PDP.

District Three – University Central

University Central, at the corner of La Jolla Village Drive and Genesee Avenue, currently consists of commercial uses and surface parking. Under the proposed project, the University Central district could be constructed to accommodate the relocated and expanded bus transit center and an elevated station for the Mid-Coast light rail transit system proposed in the future by the SANDAG. This location is not the preferred location for the transit center or the LRT station as described below under Traffic and Pedestrian Circulation Improvements and in detail in the transit appendix to the project's traffic study (Appendix Q to EIR Appendix B). District Three also would include up to 75,000 sf of



Source: DMJM Harris - AECOM

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Transit Center Concept Plan

UTC REVITALIZATION PROJECT

HELIX

Figure 3-2

new retail space and a high-rise tower (to a maximum of 365 feet above grade due to FAA restrictions). Under the potential land use development scenarios in the Master PDP, up to 725 residential units~~, 250 hotel rooms or 35,000 sf of office space~~ located in towers could be substituted for the a portion of the retail development and/or residential units, as long as the mix of land use development intensity permitted (based on the traffic impact parameters contained in Table 5.3-20) for the overall site is not exceeded.

District Four – Towne Centre Gardens

The Towne Centre Gardens district currently consists of the Sears automotive repair shop, a parking structure and surface parking. Towne Centre Gardens would provide up to 100 courtyard or garden apartment style housing units built over structured parking, along with an additional 20,000 sf of retail. The maximum height of the structure above grade would be 325 feet due to FAA restrictions. Some surface parking would also be utilized in the district. The Sears automotive repair shop would be relocated to District Six. Approximately one acre of population-based parkland could be created in this district to serve on-site residents (Figure 3-3, *Proposed Open Space/Recreation Areas*). Under the potential land use development scenarios in the Master PDP, up to 725 residential units could be built within District Four, as long as the development intensity permitted (based on the traffic impact parameters) for the overall site is not exceeded.

District Five – Nobel Heights

The Nobel Heights district currently consists of 10,000 sf of retail space and surface parking. The proposed project would include up to 50 residential units, 20,000 sf of additional retail development and structured or surface parking. Under the potential land use development scenarios in the Master PDP, up to 725 residential units ~~or 250 hotel rooms units~~ could be built in towers within District Five, as long as the development intensity permitted (based on the traffic impact parameters) for the overall site is not exceeded. If constructed, the towers would form a gateway to the property for visitors arriving from the corner of Genesee Avenue and Nobel Drive. Approximately one acre of population-based parkland could be created in this district to serve on-site residents (see Figure 3-3). The maximum height of ~~the~~ any structure above grade would be 390 feet due to FAA restrictions. A clearly defined pedestrian-friendly path would traverse from a street-level plaza up to an elevated plaza, then across to UTC's retail area.

District Six – La Jolla Terrace

The La Jolla Terrace district currently consists of 35,000 sf of retail development (under construction) and surface and structured parking. The proposed project would include the development of up to 85,000 sf of additional retail space and parking areas, including up to two multi-level parking structures. The Sears automotive repair shop within District Four would be relocated to this district at the time Towne Centre Gardens is developed as a residential site. ~~Under the potential land use~~

~~scenarios in the Master PDP, potential uses for this area also include up to 250 hotel rooms and/or 35,000 sf of office space~~. The maximum height of any structure would be 325 feet above grade due to FAA restrictions.

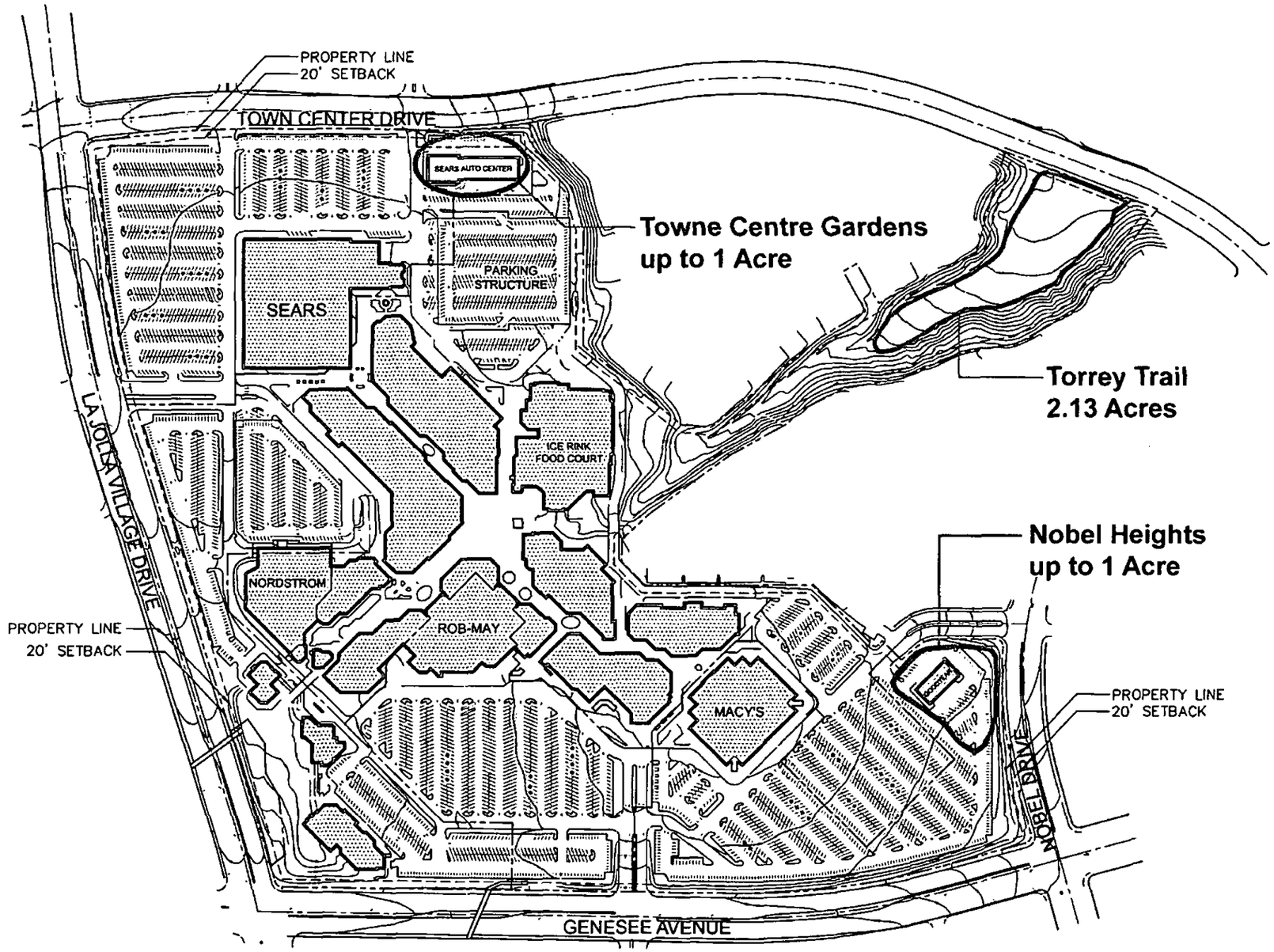
District Seven – Torrey Trail

Torrey Trail is a seven-acre swath of landscaped open space at the southeast corner of the UTC site~~developed parkland that UTC shares with the nearby residential community~~. Although Torrey Trail is designated as open space in the *University Community Plan*, it is not dedicated. Approximately ~~five~~ two acres in the southern portion of Torrey Trail has the potential to be used as public open space with ~~for~~ privately-maintained recreational amenities/facilities to satisfy the project's population-based park requirements (Figure 3-3). ~~To create useable park acres regrading portions of Torrey Trail may be required.~~ The applicant would seek community input on the specific types of recreation facilities for ~~constructed in~~ the Torrey Trail district. Improvements ~~could~~ may include pedestrian lighting, a tot lot, benches, picnic tables, new landscaping and/or other park-like ~~features~~amenities; the balance of the district would remain as landscaped open space. The existing childcare facility on site would be relocated to the northern portion of Torrey Trail, just south of the existing ice rink, with a drop-off extension constructed from an existing access road. Additional signage would be provided at the northern and southern ends of Torrey Trail and security lighting also would be provided throughout the area. Stronger pedestrian linkages with Palm Plaza would be implemented to enable visitors to flow more easily into the park from the shopping center.

Traffic and Pedestrian Circulation Improvements

In addition to the construction of specific land uses, circulation improvements are proposed as part of the proposed project to enhance vehicular travel, pedestrian linkages and public transportation services in and around the property.

Internal vehicular circulation would continue via a loop-type circulation pattern through the property, which would link with the existing entry/exit driveways with the adjacent public roads. Specifically, the existing internal loop road connection from the existing northern entrance at La Jolla Village Drive/Executive Way would be reconfigured on site to direct traffic below the new retail expansion and along the new parking structures to the existing western driveway entrance along Genesee Avenue/Esplanade Court. Connections to the proposed parking garages would also be provided from the realigned loop road. A new driveway is proposed as part of University Central district improvements which would connect to Genesee Avenue (400 feet south of its intersection with La Jolla Village Drive). The private driveway would be right-in/right-out only and provide drop-off/pick-up/valet service for shopping center patrons, University Central residents and their guests. All other access drives to the shopping center would remain as currently configured, although signals would be installed at the Nobel Drive/Lombard Place intersection and the south entrance along Towne Centre Drive, as described in the mitigation discussion in Section 5.3, *Transportation/Circulation*.



Source: Master Planned Development Permit for Westfield UTC

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Proposed Open Space/Recreation Areas

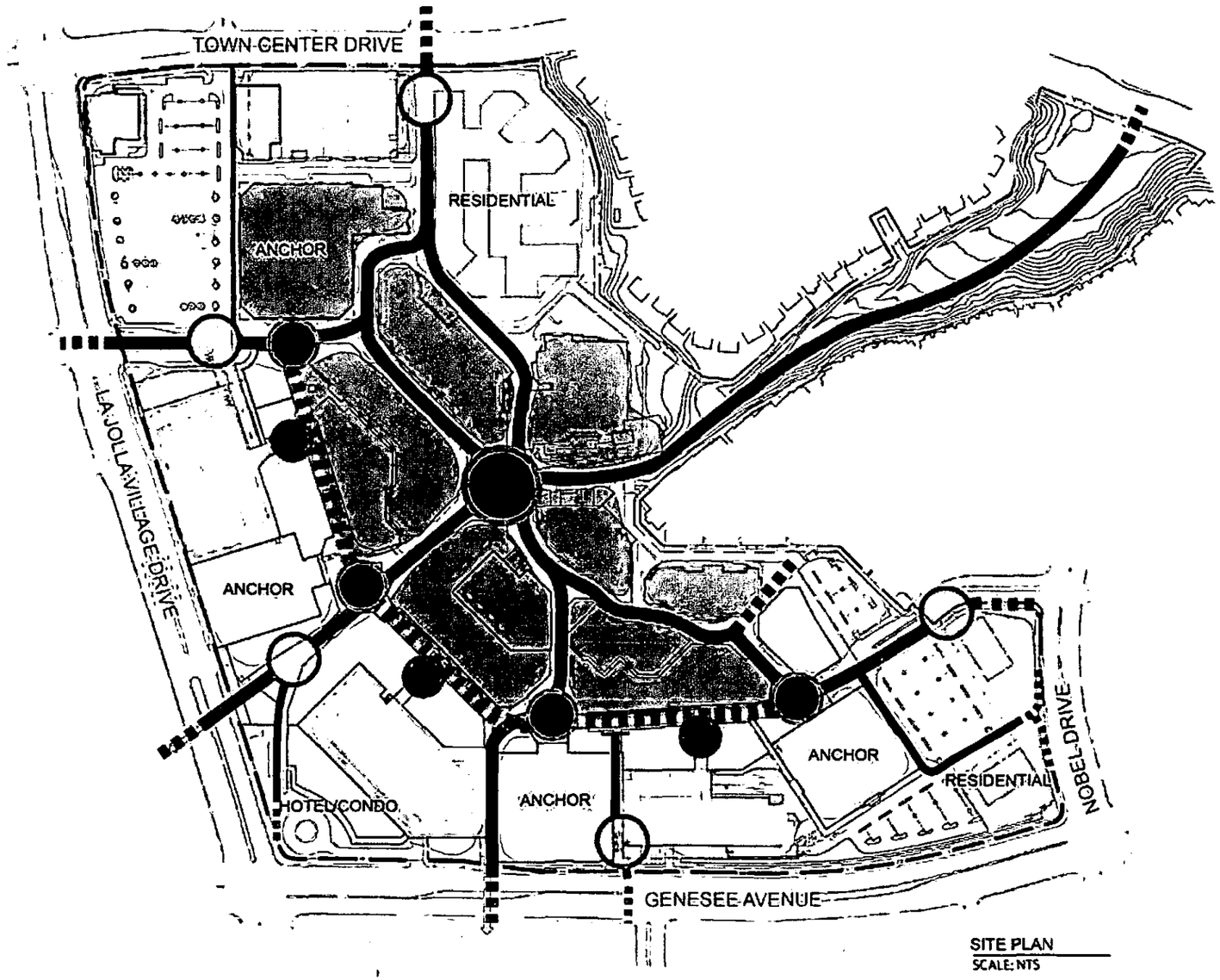
UTC REVITALIZATION PROJECT

Figure 3-3

The project would implement or accommodate proposed public transportation improvements currently envisioned for the UTC property in the Transit First program being implemented by SANDAG. Specifically, the project applicant, in cooperation with SANDAG, would relocate and expand the existing bus transit center. The expanded transit center would be constructed by the applicant, and added to the University City Facilities Benefit Assessment (FBA) to serve as a benefit to the whole community and region. The existing bus transit center on site would be expanded from 6 to up to 11 bus bays to allow an expansion in bus service. The proposed project would also reserve right-of-way along its frontage with Genesee Avenue and on site for the proposed transit center and planned extension of a light rail transit line through the University City/Golden Triangle area with a stop proposed at a new station along Genesee Avenue near UTC.

Two transit center locations were identified through discussions with SANDAG, MTS and the City of San Diego. The proposed design and capacity of the center would reflect the need of SANDAG and MTS. The preferred location of the transit center would be at the southeast corner of the Genesee Avenue/Esplanade Court intersection within the Palm Passage district. The other potential location would be within the University Central district along La Jolla Village Drive, near the Genesee Avenue intersection. The Genesee Avenue transit center location would be beneath a proposed parking structure and the planned Nordstrom building, but would be open to and visible from Genesee Avenue. The transit center would have 11 bus bays (4 for articulated buses) and a capacity for a minimum of 4 layover buses. Bus access to the transit center would be through a single dedicated transit access point on Genesee Avenue, using a proposed transit-only signal along Genesee Avenue (see Figure 3-2). Pedestrian access to the transit center would be from a corridor between the proposed Nordstrom building and the planned adjacent parking structure. Secondary access would be provided at street level. If a pedestrian bridge is constructed over Genesee Avenue as part of the future LRT station, it could provide direct access to the UTC transit center from the commercial development across the street. The location along Genesee Avenue is the preferred site by the project applicant because the dedicated transit signal and access on Genesee Avenue would allow buses to operate without interfering with UTC customer traffic, thus providing a more reliable and efficient service. If the transit center were placed adjacent to La Jolla Village Drive, there would be a potential for traffic delays and conflicts with UTC customers and delivery trucks. In addition, the Genesee Avenue transit center location would not reduce the number of planned parking spaces, as would implementation of the La Jolla Village Drive transit center location. The Genesee Avenue transit center location also would be more compatible with the future station for the Mid-Coast light rail transit system on Genesee Avenue because it would be closer and would provide easy access for transfers to the station.

The new Mid-Coast light rail transit station may be elevated above the median of Genesee Avenue adjacent to the Palm Passage district, near the intersection of Genesee Avenue/Esplanade Court, according to SANDAG (Figure 3-2). Opportunities would also be provided at the expanded transit center for community shuttles, the Superloop and other transportation alternatives in the community.



SITE PLAN
SCALE: NTS

DIAGRAM KEY

- Non Contiguous Sidewalk Condition
- Connection between UTC Retail Resort along the pedestrian newtork
- Anchor Plaza and Main Plazas
- Pedestrian Gateways: The Project Front Doors
- Arrival Lobbies
- Retail "Passage"

- Connect the retail resort experience to the public sidewalks.
- Integrate the UTC pedestrian network with the urban node pedestrian network.
- Create multi-level retail passages within UTC.
- Bring plentiful and indigenous landscaping to the site.

Source: Master Planned Development Permit for Westfield UTC

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Pedestrian Circulation Routes and Features

UTC REVITALIZATION PROJECT

Figure 3-4

per 1,000 sf of leasable retail floor area, 0.20 spaces per seat in a cinema, 1.25 spaces per hotel room, 3.75 spaces per 1,000 sf of office space and 1.85 spaces per dwelling unit (including both tenant and guest parking). Retail parking would be provided in existing surface parking lots and proposed parking structures. The peak parking demand for the proposed project, which only occurs during the holiday shopping season, would range from 7,230 to 8,129 spaces, depending on the day of the week (i.e., weekday versus weekend). The recommended parking supply for the proposed project would be 7,163 on-site parking spaces to meet the needs of December weekday customer and employee parking (plus a 5 percent oversupply) plus 425 reserved spaces for tenants of the 250 residential units, up to 1,233 reserved spaces for tenants of the 725-unit maximum residential scenario. In addition, the proposed project would require an off-site employee parking program that would serve 541 employee spaces during weekends in December. A parking management plan would be required by the City that includes an annual monitoring program to make sure that adequate parking is provided to meet the project demands. Additional discussion on the proposed parking program is provided in the mitigation section under Issue 3 in Section 5.3, *Transportation/Circulation*, of this report.

Utilities

Proposed utility improvements would consist of removing a portion of the on-site sewer and water mains and replacing them with private mains. In addition, the project site would be connected to the City's reclaimed water system. A major portion of the existing utilities along the northern and western portions of the project site would be removed and the easements covering these utilities would be vacated. An existing 8-inch sewer main would be replaced with approximately 4,000 linear feet of 10-inch private sewer main which would connect to a public main in one location. An existing 6- and 12-inch water main would be replaced with approximately 3,000 linear feet of 6-inch private water main which would connect to public mains in two locations. A separate approximately 2,100-linear foot, 8-inch private fire service main also would be provided and would connect to public mains in two locations. All proposed on-site utilities would be covered by a private utility easement. Existing sewer and water mains and associated easements along the southern portion of the project site would remain.

To reduce utility loads, the project applicant proposes to implement a green building program, designed to increase resource efficiency and sustainability (Westfield Corporation 2007). The project applicant intends for UTC to be a facility that achieves a high degree of sustainability through the use of high performance architecture, low energy systems, renewable power generation on site, sustainable landscape and water conservation. The project applicant intends to achieve a high certification within the LEED Green Building Rating System, which is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. The project has been accepted as a LEED-ND (Neighborhood Development) pilot project by the U.S. Green Building Council. The LEED-ND pilot program integrates the principals of smart growth, new urbanism and green building. The project applicant has generated sustainability strategies for the redevelopment of the UTC shopping center, including those associated with landscape, lighting, electrical, structural, and

HVAC systems. Landscape strategies would include the use of reclaimed water, as well as xeriscaping and use of drought tolerant native plant species. Lighting strategies may involve the use of natural daylight and photosensors to optimize use of daylight. Electrical strategies may include generation of the electrical load on site from renewable sources (e.g., sun) and incorporation of high-efficiency appliances. Structural strategies may include the use of recycled steel and concrete. HVAC strategies may involve the incorporation of natural ventilation, implementation of thermal zoning and providing a central plant for heating and cooling. More discussion of the UTC green building program is provided in Sections 5.4, *Air Quality*, 5.7, *Public Utilities*, and 5.8, *Water Conservation*, of this report.

Development Regulations

The development regulations for the proposed project (a combination of SDMC regulations for the CR-1-1 zone and the Master PDP conceptual site plan and design guidelines described herein) have been developed to revitalize both the interior and exterior of the center. In general, the interior of the center would feature upscale retail storefronts, more entertainment opportunities and updated styling of the existing center. The existing landscape berms surrounding the exterior of the center would be removed, retail development would move closer to the street, and the exterior facades of the center would feature articulated architectural treatments, landscape treatments and variations in building rooflines to provide visual interest. All new development would comply with the general design characteristics in the Master PDP; specific and special district design characteristics are also proposed.

General Design Characteristics

The general design characteristics in the Master PDP contain guidelines and requirements related to architecture, landscaping, lighting, signage and other design elements of new construction and describe how the proposed project would implement many of the planning principles from the *University Community Plan* related to the urban node pedestrian network, pedestrian overpasses and street level crossings, and urban form and cohesiveness. For example, the Master PDP proposes to retrofit the project street frontage with non-contiguous sidewalks as development is implemented on site, which is a goal of the *University Community Plan.* Connections and/or improvements to the existing overpasses across La Jolla Village Drive and Genesee Avenue would be integrated in the University Central area (District Three) and traffic signals would be installed to provide new street-level crossings of Towne Center Drive and Nobel Drive. New development along the pedestrian network would integrate pedestrian-oriented uses, visual breaks along the street frontage and physical and visual access to the interior of the site. The general architectural guidelines within the Master PDP address how new structures would relate to the pedestrian network and street frontage. The general landscape guidelines are proposed to help unify each component of the project, soften architectural elements and reinforce the image and character of the development. Suggested plant materials and a master plant list are also contained in the landscape guidelines, including a street tree master plan for the perimeter of UTC (see Figure 3-45, *Street Tree Master Plan*), and within the Master PDP, which is on file with the City of San Diego.

MINIMUM TREE SEPARATION DISTANCE

IMPROVEMENT	MIN. DISTANCE TO STREET TREE
Traffic signals (stop sign)	20 feet
Underground utility lines	5 feet
Above ground utility structures	10 feet
Driveway (entries)	10 feet
Intersections (intersecting curb lines of two streets)	25 feet
Sewer Lines	10 feet

La Jolla Village Drive Tree

Trees Required: 66
1,954 l.F. Street Frontage
Large Spreading Tree –
25'-30' height x 35' spread
– Tipuana tipu – Tipu Tree
– Chorisia speciosa – Silk Floss Tree
– Albizzia julibrissin – Silk Tree

Genesee Avenue Tree

Trees Required : 64
1,918 L.F. Street Frontage
Large Spreading Evergreen Shade Tree –
30'-40' height x 40' spread
– Quercus spp. – Oak
– Cinnamomum camphora – Camphor Tree
– Schinus molle – California Pepper Tree
– Erythrina coralloides – Naked Coral Tree

Towne Centre Drive Tree

Trees required: 37
1,109 L.F. Street Frontage
Medium Spreading Upright Tree –
35'-40' height x 20'30' spread
– Platanus acerifolia – London Plane Tree
– Alnus cordata – Italian Alder

Nobel Drive Tree/Lombard Place Tree

Trees Required: 23
Nobel Drive – 487 L.F. Street Frontage
Lombard Place – 202 L.F. Street Frontage
Vertical Tree –
25'-35' height x 15'-25' spread
– Tristania conferta – Brisbane Box
– Eucalyptus spp. – Eucalyptus
– Melaleuca spp. – Melaleuca

Small Scale Interior Street/Parking Lot Tree

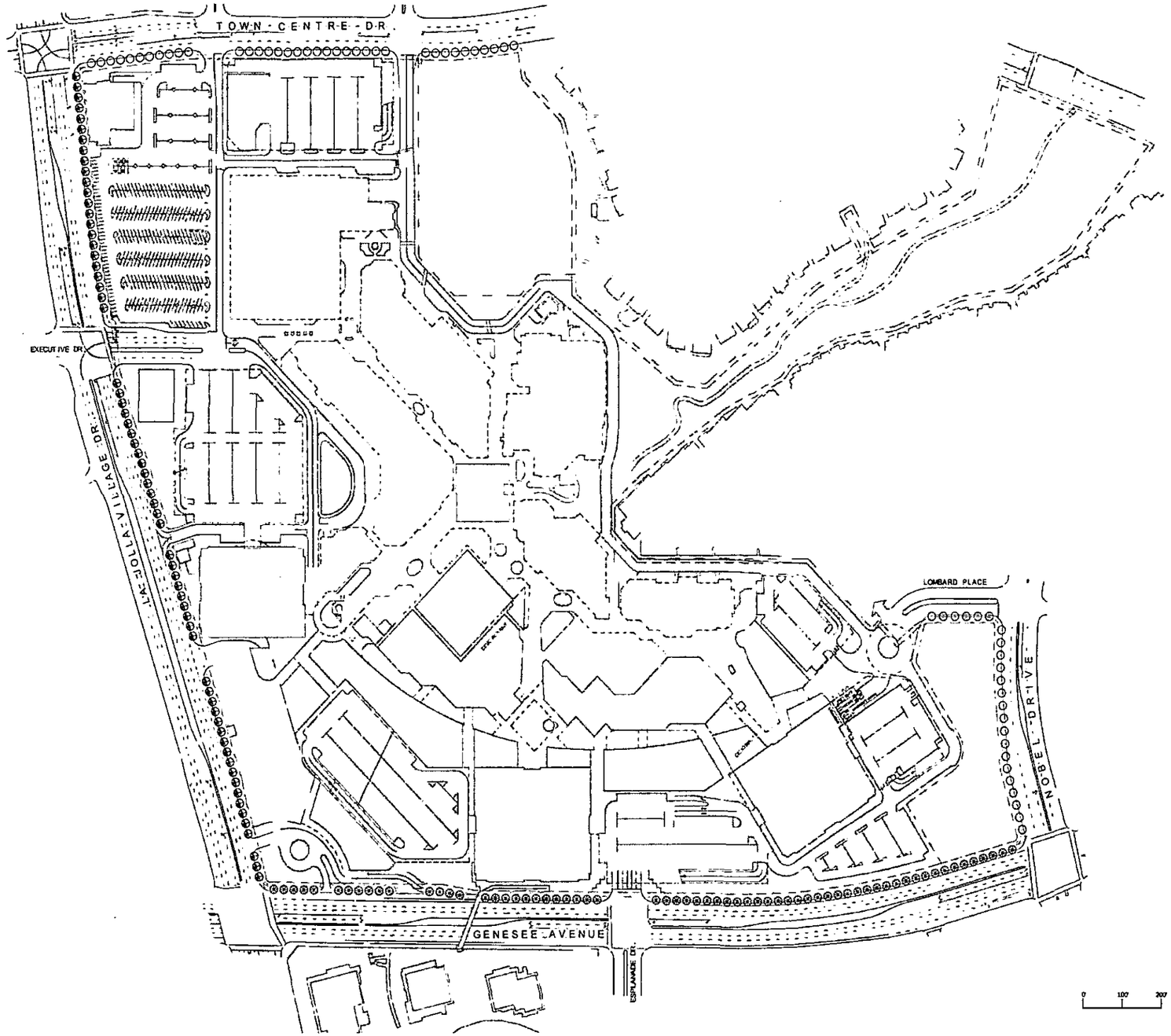
Vertical Tree –
25'-35' height x 25'-35' spread
– Agonis Flexuosa – Peppermint Tree
– Cupaniopsis anacardides – Carrolwood
– Melaleuca sp. – Melaleuca
– Podacarpus spp. – Fern Pine

Project Identity Corner

Grove Planting – 25'-35' height x 15'-18' spread
– Phoenix dactilyfera 'Medjool' – Medjool Date Palm

Entry Drive Palm Tree

Entry ID Planting – 25'-30' height x 15'-18' spread
– Phoenix dactilyfera 'Medjool' – Medjool Date Palm



Source: Master Planned Development Permit for Westfield UTC

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Street Tree Master Plan

UTC REVITALIZATION PROJECT

Figure 3-5

Specific Design Characteristics

Regional Commercial Uses

Specific design characteristics contained within the Master PDP are directed at the specific uses proposed on site. Such characteristics include limiting the building height and architectural features of retail structures to 100 feet, varying heights and widths of storefronts, articulating storefronts, providing merchandising front yards in designated area along storefronts, and providing patio seating, shade canopies and trellises. Plazas and pedestrian gateways and passages would be incorporated in numerous locations in the site which would be open and available to the public at all times. These features would add visual interest to storefronts and UTC as a whole.

Residential ~~and Hotel~~ Uses

The Master PDP Design Guidelines for the proposed project establish design standards for the development of residential ~~and/or hotel~~ structures and associated parking structures within University Central, Towne Centre Gardens, Nobel Heights and La Jolla Terrace. The guidelines would be implemented during design of the residential~~/hotel~~ portion of the project, which would be pursued by another party, with the permission of the project applicant. They address design concepts such as building height (up to 390 feet), bulk and massing, site orientation, architecture, building materials, parking and the like. Characteristics of the proposed architecture would include simple building forms and rectilinear massing while incorporating additive elements such as arcades, porches, balconies, awnings/canopies and feature towers.

~~*Office Uses*~~

~~Any office buildings constructed on site would comply with the development regulations within the SDMC for the CR-1-1 zoning designation and the height limit contained in the Master PDP.~~

Transit Center

The transit center would be designed so it can function with or without the future LRT station by SANDAG. The architectural design of the transit center would integrate with the UTC shopping center. In addition, the designs of benches, planters, lighting fixtures, signage and other amenities would be identical or complementary to those within the retail portion of the proposed redevelopment. The facility would be clearly identifiable from public rights-of-way and would be near pedestrian pathways. The dimensions and organization of the bus transit center would be consistent with the requirements of SANDAG and MTS.

Parking Decks

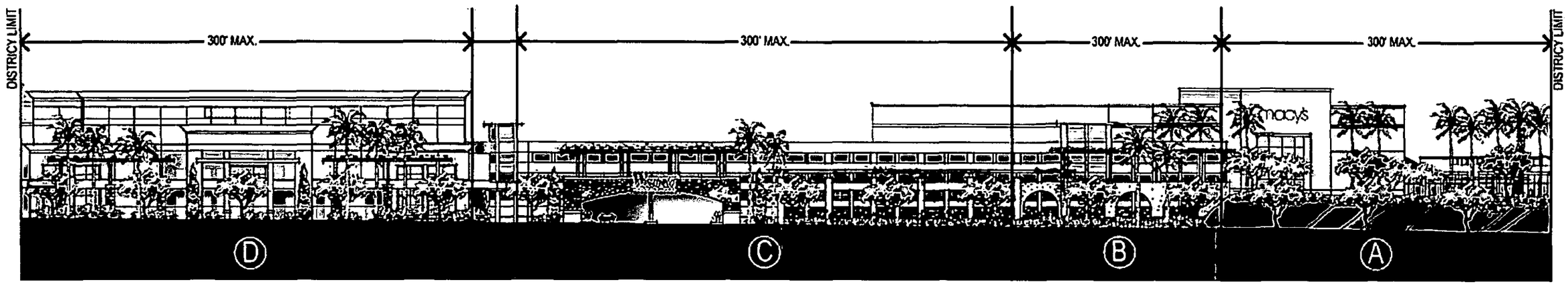
Parking structures would be constructed to complement surrounding buildings. Parking decks adjacent to public rights-of-way would create a pedestrian-friendly environment by having articulating base façades that are treated with texture and color, incorporate trellises, landscaping, canopies or other architectural features. A landscaped setback between sidewalks and parking decks would provide screening of vehicles from public view. The top level of parking structure would comply with the SDMC Landscape Regulations. Trees would be planted with 30 feet of each parking space, or alternatively, trellises with vines would placed within this area. The maximum height of parking structures on site would be 80 feet. All parking structures would comply with the Parking Regulations defined in the SDMC Section 14.02.05 and the Urban Design Element of the General Plan.

Special Planning Area Requirements

This section of the Master PDP provides district-specific guidelines for future development on site. Guidelines that are discussed include entry drives, street frontage, streetscapes, courtyards and plazas, building height, pedestrian linkages and landscaping. No specific requirements are discussed for Palm Plaza.

Palm Passage has a number of specific guidelines, which are summarized herein. As described above, new structures would have a minimum 10-foot setback from the property and would be a maximum of 80 feet above grade, above which the height is limited by a plane rising away from the property line at a 45-degree angle up to a maximum height of 100 feet. The maximum building base would be 35 feet tall along the street and would be architecturally modulated in height, width and depth to establish a pedestrian-friendly atmosphere. Buildings along La Jolla Village Drive and Genesee Avenue would comply would the Master PDP's "Profile Wideness Rule," in which variation along street frontage must be applied every 300 feet at a minimum and no single profile may occur along more than 35 percent of the total length of the street (refer to Figure 3-56, *Example of the Profile Wideness Rule*). Courtyards and plazas would be constructed within the shopping center and would provide landscaping and/or water features. In addition, transit center guidelines are provided in the Palm Passage portion of the Master PDP.

University Central district portion of the Master PDP provides specific guidelines for the retail, restaurants, and residential~~, hotel and office~~ uses that may be constructed in this district. Guidelines are provided for the transit center for this district, should the La Jolla Village Drive location be selected by SANDAG and MTS. These guidelines include clearly identifying uses within the area and providing easy access to the amenities. Retail building heights would be the same as within Palm Passage. Maximum heights of residential~~, hotel and office~~ buildings would be limited to 365 feet above grade within University Central district.



Example of possible condition at the Esplanade drive entry and illustration of Profile Wideness Rule

Source: Master Planned Development Permit for Westfield UTC

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Example of the Profile Wideness Rule

UTC REVITALIZATION PROJECT

Figure 3-6

Towne Centre Gardens could include a residential structure. The new building would have a minimum 10-foot setback from the street. The minimum setback from the property line of the houses to the south would be a minimum of 10 to 35 feet. The maximum height of the residential structure would be 325 feet. The base of the building along the street would be a maximum of 35 feet from which the height is limited by a plane rising away from the property line at a 45-degree angle (refer to Figure 5.2-68, *Conceptual Building Massing Using Angled Building Envelope Plane*). This would limit the residential building profile in relation to the nearby residences to the south. Further discussion of the angled building envelope plane concept can be found in Section 5.2, *Aesthetics/Visual Quality*.

Nobel Heights would include the construction of up to two residential towers. The new structures would have a minimum setback of 10 feet from the property line. The base of the buildings would be a maximum of 35 feet. Portions of the buildings above the base would provide additional setbacks of a minimum of 15 feet from the property line. A minimum separation between the pedestrian sidewalk and the building bases would be 10 feet. The maximum height of the residential structures would be 390 feet above grade in this district.

Within La Jolla Terrace, all new structures would have a minimum setback of 10 feet from the property line. Retail buildings within 20 feet of the public right-of-way would be limited to a height of 80 feet. All other retail and parking structures would be limited to 100 feet in height; however, any retail floors above 80 feet cannot exceed more than 10 percent of the total square footage allocated within the Master PDP. The maximum height of residential~~, hotel and office~~ structures would be 325 feet above grade. Building bases along the street would be between 25 to 45 feet tall.

3.4.4 Grading Plan

A grading plan is proposed for Phases 1 and 2 of the Master PDP/SDP. Grading for the proposed project would require approximately 643,000 cubic yards of cut and 51,000 cubic yards of fill, resulting in 592,000 cubic yards of export, across the 39 acres affected by the proposed project. All removed material would be exported off site for proper disposal or use by another approved development. The deepest cuts would be approximately 40 feet for basement excavations. The fill slopes would rise up to 14 feet. Three tiered retaining walls with a maximum height of 12 feet each would be placed on site along Genesee Avenue in the southwestern portion of the site. Final finished floor elevations would range from approximately 335 to 380 feet above mean sea level (amsl) upon implementation of the grading plan. Approximately 566,000 sf, including three of the existing department store buildings of the existing center would be demolished during the construction the project.

3.4.5 Vesting Tentative Map

The project applicant also proposes approval of a VTM to consolidate existing lots, relocate existing lot lines and subdivide the land into 36 lots. The lots would range in size from 0.14 to 28.57 acres.

In addition, approximately 1.15 acres of public right-of-way dedication is proposed on site for new traffic lanes and bike lanes on La Jolla Village Drive, Genesee Avenue, Towne Center Drive, Lombard Place and Nobel Drive. Approximately 0.08 acre of right-of-way would be acquired along Towne Centre Drive.

3.5 CONSTRUCTION SCHEDULE

Project construction would occur in two phases. Initially, construction phase 1 would be constructed in several sequences over about a three- to four-year period. The initial phase of construction would commence in 2008 and be completed by Fall 2011 (approximately 36 months). No construction schedule is proposed at this time for the second phase of development for residential uses, but for the purposes of this analysis, it is assumed it occur over an approximately 12-month period either simultaneous with or immediately following Phase 1.

Phase 1 construction would be broken into three sequences in order to minimize disruption to existing shopping center activities. The first sequence would entail the adaptation of the vacant Robinson's May building in the Palm Passage district to temporarily house the Macy's department store, demolition of the automotive repair shop in the Nobel Heights district, relocation of the bus transit center to Genesee Avenue and construction of a parking structure immediately east of the Sears department store in the La Jolla Terrace district. The second sequence would include demolition of the existing Macy's department store, construction of the new Nordstrom and Macy's department stores and adjacent retail space and a parking structure, and construction and relocation of site utilities. The third sequence of construction would involve demolition of the vacated Nordstrom department store and the existing Nordstrom parking structure, construction of the central retail area, parking structures and the residential component of University Central. The existing center would remain open during all sequences of construction.

The second phase of residential construction at Towne Centre Gardens and/or Nobel Heights districts ~~and~~ would likely be constructed in a single sequence.

3.6 DISCRETIONARY ACTIONS

This EIR is intended to provide documentation pursuant to CEQA to cover all local, regional, state and federal permits and/or approvals which may be needed to construct or implement the proposed project. The UTC Revitalization project described in this EIR would require the following discretionary approvals from the San Diego City Council:

- EIR certification
- CPA/Rezone/Master PDP/SDP/VTM approval
- Sewer and water easement vacations approval

3.7 OTHER APPROVALS/PERMITS

Approvals required from Responsible and/or Trustee agencies include, but are not limited to:

- National Pollutant Discharge Elimination System (NDPES) General Construction permit approval from the Regional Water Quality Control Board (RWQCB)
- Agreement between SANDAG, MTS and the applicant for bus/transit center relocation and expansion
- FAA approval of building heights
- Encroachment Permit from Caltrans for freeway ramp improvements

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4.0 HISTORY OF PROJECT CHANGES

The proposed project has been revised from the original application submitted in January 2002 in response to input and comments received from members of the University Community Planning Group, as well as from numerous community leaders. The project applicant has modified the proposed project twice, once in 2005 and again in ~~2007~~2006. Since 2002, the project applicant has also eliminated the concept of a Master Plan for the UTC property and instead is requesting approval of a Master Planned Development Permit (PDP). A brief description of the original application, the interim changes proposed in 2005, and a comparison with the proposed project evaluated in this report, is provided below.

The proposed project originally consisted of the expansion of the UTC shopping center to include 750,000 square feet (sf) of retail space, 250,000 sf of office space, 250 hotel rooms and 750 residential units to be implemented in five phases. The first phase formerly consisted of approximately 566,700 sf and 250 hotel rooms (that could be converted to residential units). A second phase would develop the remaining retail and add residential units, while the third through fifth phases would add the rest of the proposed residential units and office space.

In 2005, the proposed project was reduced to consist of 750,000 sf of retail space and 250 residential units to be implemented in two phases. Phase 1 of the proposed project would consist of the entire retail expansion, while the residential units would be developed during Phase 2. The retail expansion is proposed in the same location as the original application, northwest of the existing center. The residential units are proposed in the same location as some of the residential units originally proposed on site (i.e., above the Sears parking garage).

~~The~~ As of the 2006 modification, the project is now being processed as a Master PDP. The current proposed project would be similar to the 2005 ~~application~~ version in that it would include 750,000 sf of retail space and 250 residential units in two phases. In addition, the Master PDP would allow flexibility in the development of the center based on ADT generated by each use on the site and critical peak hour equivalency of AM inbound and PM outbound ADT movement. Examples of eight land use scenarios are provided to illustrate how the center may develop under the guidelines of the Master PDP with a varying mix of retail, residential, hotel and office uses, as long as the mix of land uses development intensity does not exceed the traffic parameters established in this analysis (Table 5.3-20). ~~seven alternative land use scenarios have been has been incorporated into the proposed project, and could result in up to 750,000 sf of retail space, up to 725 residential units, up to 250 hotel rooms and/or up to 35,000 sf of office space. These land use scenarios proposed in the Master PDP provide the project applicant the flexibility to develop a mixture of retail, residential, hotel and/or office uses with similar traffic characteristics as the proposed project.~~ Refer to Section 3.0, *Project Description*, for the specifics of each land use scenario. In response to comments received during EIR public review, the project applicant has decided they would only pursue entitlements for retail and residential land

use development scenarios (i.e. the Proposed Project, and the Maximum Residential scenario). Hotel and office uses are no longer proposed by the project applicant and have been eliminated from the Master PDP. The six other land use scenarios featuring these uses remain in the EIR analysis for disclosure and information purposes.

The proposed project would be implemented in two phases. Phase 1 would entail construction and redevelopment of retail areas and construction of new parking structures and a bus transit facility, as well as a residential structure in the northwestern and southern portions of the site. Phase 2 would include the construction of additional residential towers or other uses, depending on market demand.

An additional change that has occurred since the initiation of the project includes the relocation of the transit center. The transit center was originally located just south of the Esplanade Way entrance. In 2005, it was relocated to the corner of Genesee Avenue and Nobel Drive. In response to comments received from MTS and SANDAG based on their review, two transit center locations were identified, as described in Section 3.0, *Project Description*. The preferred location would be at the southeast corner of the Genesee Avenue/Esplanade Court intersection within the Palm Passage district. The other potential location would be within the University Central district along La Jolla Village Drive, near the Genesee Avenue intersection. ~~the transit center was once again moved to the western portion of the site at the intersection of Genesee Avenue and Esplanade Court, where it would be integrated with the design of the retail expansion as described in Section 3.0, *Project Description*.~~

The proposed project also now includes improvements to Torrey Trail, a seven-acre swath of developed ~~parkland~~ open space within the project boundary. Approximately ~~five~~ two acres in the southern portion of Torrey Trail has the potential to be used for privately-maintained recreational amenities/facilities to satisfy the project's population-based park. An additional two more park acres could be developed in the Towne Center Gardens and Nobel Heights districts. ~~To create useable park acres may require the regrading of portions of Torrey Trail.~~

5.0 ENVIRONMENTAL ANALYSIS

5.1 LAND USE

5.1.1 Existing Conditions

Existing and Surrounding Land Uses

The majority of the 75-acre site is developed with 1,061,400 square feet of shopping center buildings and associated parking (surface lots and two bi-level structures). Shopping center buildings include four department stores, along with specialty retail shops, limited entertainment venues (e.g., ice rink) and community meeting rooms. These uses are housed in a number of separate structures, the largest of which reaches up to approximately 78 feet above grade. Four smaller outbuildings containing ancillary automotive, retail, restaurant and bank uses exist near the perimeter of the property close to the adjacent roadways. A fifth retail outbuilding is under construction near the intersection of La Jolla Village Drive and Towne Centre Drive. In addition to these uses, a transit center is located in the northwestern portion of the site contiguous to the shopping center. A narrow seven-acre landscaped open space area exists southeast of the mall and extends toward Towne Centre Drive.

Vehicular access to the site is provided via driveways from La Jolla Village Drive to the north, Towne Centre Drive to the east, Nobel Drive to the south (via Lombard Place) and Genesee Avenue (via Esplanade Way) to the west. Pedestrian access is available from sidewalks within the public rights-of-way that front the shopping center on four sides, walkways into the center through on-site and adjacent landscape linkages, and above-grade pedestrian bridges over La Jolla Village Drive and Genesee Avenue.

The project site is surrounded by a variety of urban land uses, including landscaped open space, a synagogue, office uses, hotels, commercial/retail uses and single- and multi-family residential development (refer to Figure 2-5). North of the site along La Jolla Village Drive are office towers (ranging from 2 to approximately 24 stories), restaurants and high-rise hotels. East of the site along Towne Centre Drive are two five- to six-story office towers and a large synagogue. Further to the southeast are single-family residential uses and a commercial/retail strip center. Immediately south of the site, along January Place, Sherlock Court and Montrose Way, are two-story single-family residences. These homes are separated from the shopping center by an approximately 15- to 20-foot tall slope, wooden fence and mature trees.

Immediately west of the homes is a seven-acre landscaped open space area associated with the UTC site. Three-story town homes are located immediately southeast of the site and beyond these, along Nobel Drive, are two-story attached town homes, with associated tennis courts. Across Nobel Drive

to the south are two- to four-story condominiums. The area to the west of the site, across Genesee Avenue, is dominated by the Costa Verde Center, a commercial/retail strip center. Also in this area are two-story apartments, a high-rise assisted living facility and another large residential structure.

Farther to the northwest of the site, north of La Jolla Village Drive, is the University of California, San Diego (UCSD) campus. Office, industrial park, residential and institutional uses occur farther north of the site along Genesee Avenue and Towne Centre Drive. University High School, Rose Canyon Open Space and single-family residential development are located along Genesee Avenue to the south of the project site, in the South University area. The airfield for Marine Corps Air Station (MCAS) Miramar is located approximately five miles east of the site along Miramar Road.

Applicable Plans and Policies

The City of San Diego *Progress Guide and General Plan* (General Plan) is the citywide land use development and planning document that contains guidelines and policies relative to development, open space and infrastructure. An update to the General Plan is scheduled for adoption in October 2007. The UTC Revitalization Project site is located within the *University Community Plan* (Community Plan) area of the City. In addition to the General Plan and Community Plan, planning guidelines and policies of the City's *Land Development Code*, as well as the *Airport Land Use Compatibility Plan* (ALUCP) for MCAS Miramar (San Diego County Regional Airport Authority [SDCRAA], amended October 2004) and Air Installation Compatibility Use Zone (AICUZ) study that the U.S. Marine Corps (USMC) adopted March 2005 also are applicable to the proposed project. SDCRAA is currently in the process of preparing a comprehensive update of the ALUCPs for all of the airports in San Diego County. The applicable goals and objectives associated with these plans/ordinances are described below.

Progress Guide and General Plan

The City's General Plan contains 14 Elements focusing on the following topics: Housing; Transportation; Commercial; Industrial; Public Facilities, Services and Safety; Open Space; Recreation; Redevelopment; Conservation; Energy Conservation; Cultural Resources Management; Seismic Safety; and Urban Design. In addition to these issue-specific Elements, the City recently adopted the Strategic Framework Element. The applicable goals and recommendations within Elements pertaining to the UTC Revitalization Project are summarized below and in Table 5.1-1.

Housing Element

The Housing Element specifies programs that are intended to guide the City's commitment to provide for the housing needs of all economic segments of the community. A relevant goal within the Housing Element pertains to the availability of adequate sites for the development of a variety of

housing for all income levels. The policies of the Housing Element state that "the City shall seek to ensure that all housing is developed in areas with adequate access to employment opportunities, community facilities, and public services" (page 177).

Transportation Element

The Transportation Element provides the framework for developing a comprehensive transportation system that includes streets, highways and parking to serve vehicular needs; transit (i.e., bus and light-rail), bicycle and pedestrian facilities; and airports, railroads and maritime facilities. Relevant goals include a coordinated, multi-modal transportation system that operates at acceptable levels of service; a convenient, regionally coordinated transit system; availability of parking facilities sufficient to minimize, if not eliminate, any measurable contribution to traffic congestion; and a reduction of transportation noise to a level that does not constitute a threat to the public health and welfare. One of the applicable guidelines regarding transit is to "coordinate the location and design of major development projects with both current and planned transit facilities and services" (page 271). With regard to bicycles and pedestrians, relevant guidelines and standards include concentrating bicycle and pedestrian facilities in areas containing the largest number of users, and coordinating such facilities with other modes of transportation. The objective of street maintenance and improvements should be to minimize heavy traffic congestion (level of service [LOS] E or below) and to increase overall average vehicle speeds.

The Transportation Element provides the City's standards for land use compatibility with various transportation noise levels. An exterior noise level of 65 decibels (dB) Community Noise Equivalent Level (CNEL) is considered acceptable for residential uses, while a noise level of up to 75 dB CNEL is acceptable for commercial uses.

Commercial Element

The goal of the Commercial Element is "to develop an integrated system of commercial facilities that effectively meets the needs of San Diego residents and visitors as well as assuring that each new development does not impede the economic vitality of other existing commercial areas" (page 280). A relevant recommendation calls for the City to encourage the renewal of older commercial centers and areas, recognizing that flexibility may be needed in the enforcement of existing regulations.

Public Facilities, Services and Safety Element

The Public Facilities, Services and Safety Element addresses those services "that are publicly managed and which have a direct influence on the location and allocation of land use. These services are schools, libraries, police, fire, water, sanitation, and flood control" (page 123). The primary focus of this element is the provision of adequate, feasible services as they relate to the nature and intensity of

development. This element acknowledges that timely provision and development of services is an important consideration of development proposals.

Open Space Element

The Open Space Element is considered "one of the tools for protecting San Diego's quality of life. It supports the conservation and enhancement of San Diego's existing communities and seeks to aid in the recreation of new communities," which strive to retain and enhance natural amenities (page 146). This element divides open space areas into three different categories:

1. Public and Semi-Public Open Space—resource-based parks and spaces acquired through community/neighborhood assessment districts and open space dedications as part of the development process;

2. Other Open Spaces–those spaces specifically designated in the general and community plans and proposed resource-based parks; and

3. Open Space Subsystems Outside San Diego City—extensions of systems within the City that fit compatibly with jurisdictions outside the City.

Conservation Element

The Conservation Element includes a number of goals and recommendations for protection and preservation of the region's natural resources, including land, water, mineral, ecological and air resources. Relevant goals related to water resources include decreasing reliance on imported water and achieving and maintaining a high level of water quality in all water bodies under City jurisdiction. With regard to air quality, recommendations include providing attractive, less-polluting alternatives to the use of private autos; promoting the development of relatively self-contained neighborhoods and communities that provide an appropriate balance of necessary land uses, facilities and services; and encouraging fill-in and vertical growth of the City, rather than a pattern of horizontal development.

Energy Conservation Element

The Energy Conservation Element considers energy consumption and conservation in light of the nonrenewable nature of energy resources. It states that "nearly all of the energy consumed in San Diego is in the form of electricity, natural gas, and gasoline. These end-use energy forms derive from three basic energy sources: oil, hydropower, and natural gas" (page 205). Consideration of alternative energy sources is also encouraged in addition to conservation strategies.

Seismic Safety Element

The purpose of the Seismic Safety Element is to "reduce the risk of hazard resulting from future seismic and related events" (page 231). The seismic safety element considers seismic and other geologic hazards and the tools instrumental in planning for seismic safety.

Urban Design Element

The Urban Design Element addresses the integration of new development into the natural landscape and existing community. It encourages the balance of natural and created features by integrating new development with the natural landscape or within the framework of an existing community, to minimize impacts to the community's physical and social assets.

Strategic Framework Element

The City Council adopted the Strategic Framework Element on October 22, 2002. The element is the first phase in, and provides the overall structure to guide, a comprehensive update of the *Progress Guide and General Plan*. The strategy intends for revitalization to occur by establishing a series of community centers ("villages") that provide walkable destinations (through measures such as pedestrian-oriented urban design and public spaces) and a sufficient population base to support neighborhood businesses and services. By increasing the overall housing supply through targeted density increase, the strategy is intended to increase housing opportunities. Specifically applicable to the proposed project, the element suggests that targeted infill and redevelopment of urban villages on existing commercial sites and transit corridors would further support improved transit services, encourage neighborhood walkability and reduce auto dependence.

UTC and the higher density development surrounding it are specifically identified as an example of an existing Urban Village Center. These centers typically contain a cluster of more intensive employment, residential, regional and subregional commercial uses to maximize walkability and support transit, and they contain public gathering spaces and civic uses. In addition, they could support medium- to high-density residential uses (page 51).

University Community Plan

The *University Community Plan* was adopted in 1987 and reprinted with amendments in 2000. The Community Plan includes 12 Elements that address plan policies specific to development within the *University Community Plan* area. The proposed project site is designated for regional commercial and open space use (Figure 5.1-1, *Community Plan Land Use Designations*). There are four primary subareas within the plan. UTC is within Subarea 2, the Central Subarea, and is recognized as one of two urban nodes in the community; the other urban node is near La Jolla Village Square. These urban nodes are

intended to be relatively high density mixed use core areas. Community Plan Elements and the goals within each element that apply to the UTC Revitalization Project are discussed below. Specific policy language from the plan is listed in Table 5.1-1, *Project Consistency With Applicable Planning Policies*, in the Impacts portion of this section.

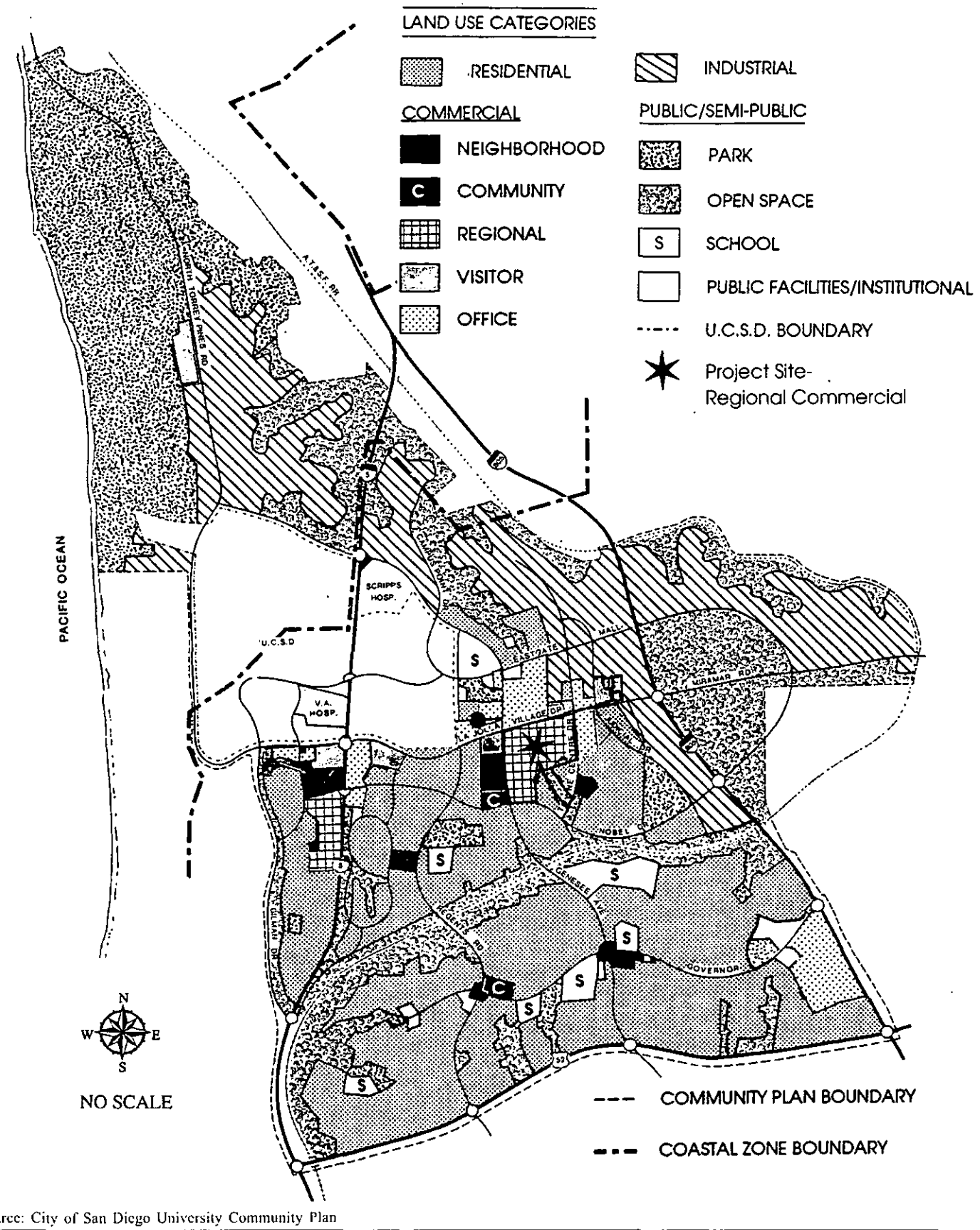
Urban Design Element

The Urban Design Element of the *University Community Plan* contains policies to guide the character and scale of development within the community. As noted in the plan, the element "defines the relationship of buildings and spaces and provides direction for public street improvements" (page 29).

The element is divided into four parts: community vision, overall urban design goals, linkages and urban design criteria. The overall urban design goals for the Community are as follows:

- Improve accessibility and use relationships within the community by establishing well-defined multi-modal linkage systems
- Establish standards that give physical design direction to private developments and public improvements
- Provide for the needs of pedestrians in all future design and development decisions
- Ensure that San Diego's climate, and the community's unique topography and vegetation influence the planning and design of new projects
- Ensure that every new development contributes to the public realm and street livability by providing visual amenities and a sense of place

In terms of community vision, the plan recognizes that the Central Subarea, of which UTC is a part, is characterized by intense, multi-use urban development and states that the buildings proposed within the central community should better relate to the streets and to the needs of pedestrians (page 33). As noted above, the majority of the site is designated for regional commercial use on the Community Plan's land use map; a small area to the south is designated open space. Planned land uses for the Central Subarea are shown on Figure 5.1-2, *Central Subarea Planned Land Uses*. A variety of building types, shapes, colors and materials are expected to be sited in the Central Subarea. An objective is, however, to improve the central community's urban form and cohesiveness as new construction activity continues. The plan further indicates that a primary pedestrian network linking superblocks, major activity centers and resource areas should be designated and clearly defined. That pedestrian network should utilize the public sidewalk, street level crossings, overpasses, meandering paths through private developments and trails through natural open space areas, and it should be supplemented by internal paths within the superblocks. One overall design goal for the central portion of the community is to make pedestrian-oriented activities more visible from the street and accessible from both off-street parking and the sidewalk.



Source: City of San Diego University Community Plan

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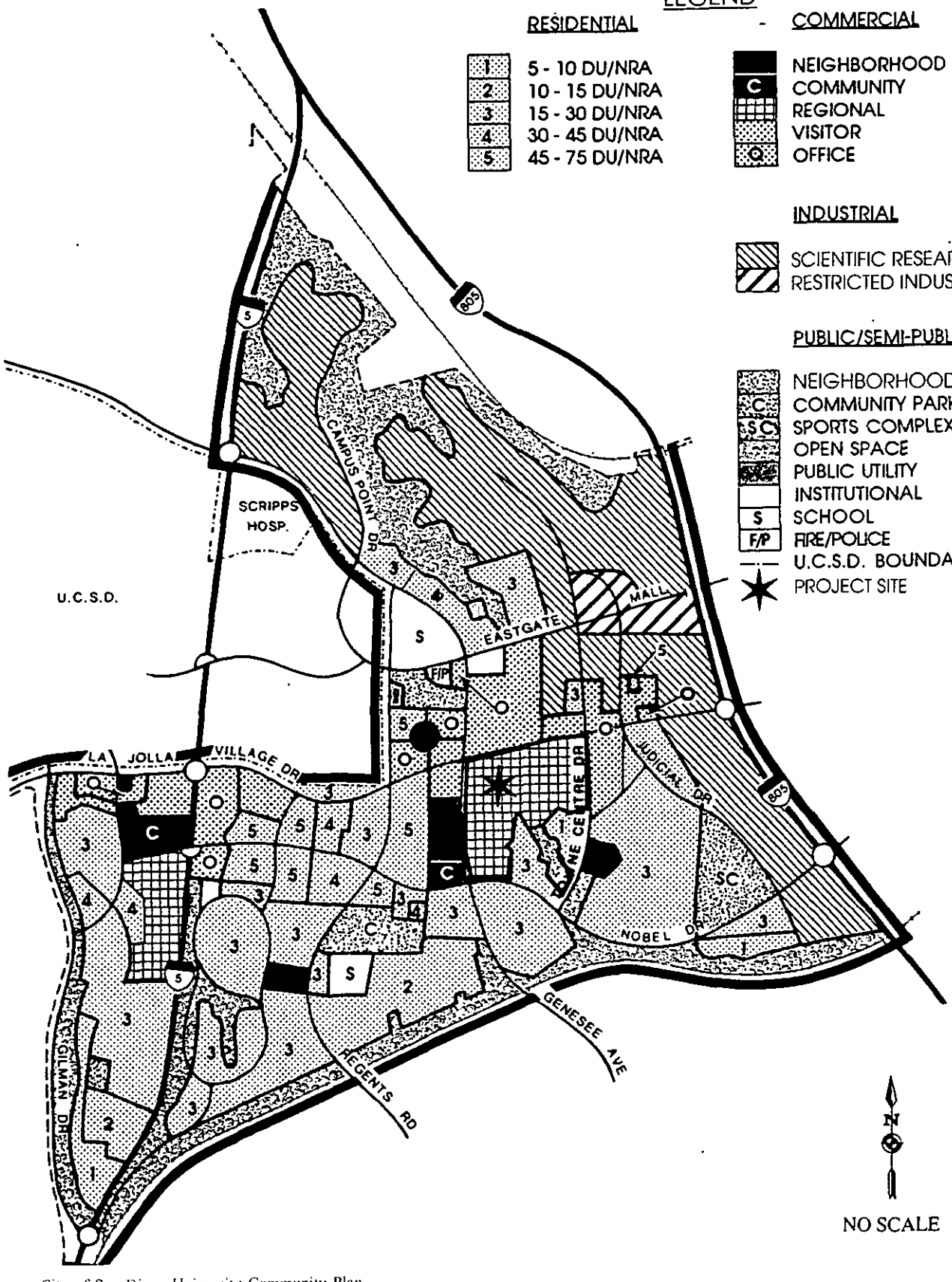
Community Plan Land Use Designations

UTC REVITALIZATION PROJECT

Figure 5.1-1



Source: City of San Diego University Community Plan

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Central Subarea Planned Land Uses

UTC REVITALIZATION PROJECT

Figure 5.1-2

Linkages refer to automobile, pedestrian, bicycle and transit connections within and through the community. The automobile linkages section of the Urban Design Element addresses the effects of proposed street widenings on community character, the importance of street landscaping and the need to reinforce community-unifying roads such as La Jolla Village Drive and Genesee Avenue. Two objectives and related implementation strategies regarding La Jolla Village Drive and Genesee Avenue are outlined in the plan: (1) reinforce the roles of these roadways as ceremonial, auto-oriented, landscaped parkways serving as unifying urban design elements and orientation resources in the community and (2) ensure that the street yards of private developments bordering these two roadways support the desired image and monumental quality of these roads. The Linkages portion of the Element also includes three relevant objectives related to pedestrian linkages:

- Designate and clearly define a primary pedestrian network linking superblocks, major activity centers and resource areas utilizing the public sidewalk, street level crossings, overpasses, meandering paths through private developments and trails through natural open space areas
- Ensure that the location of new pedestrian overpasses and street level crossings reinforce the pedestrian network and that their design reflect safety, uniqueness and community pride
- Retrofit development bordering the Urban Node Pedestrian Network (including Towne Centre Drive and Nobel Drive, as shown on Figure 5.1-3, *Urban Node and Pedestrian Network*) with pedestrian-oriented uses and amenities that contribute to street vitality

With regard to bikeways, the objective is to complete the missing links of the proposed bicycle system. Objectives related to transit include ensuring that (1) the proposed light rail transit corridor offers a variety of interesting views and amenities to transit riders and (2) that retrofitted and future transit stops optimize convenience and safety of riders and contribute to the functional and aesthetic quality of the community. Because the project applicant proposes modifications to the Urban Node Pedestrian Network, a Community Plan Amendment (CPA) would be required to ensure consistency with the community plan and its policies.

Transportation Element

The Transportation Element addresses future roadway improvements, as well as bicycle, pedestrian and transit circulation throughout the community. Goals are as follows:

- Provide a network of transportation systems that are integrated, complementary and compatible with other City-wide and regional goals
- Provide a balanced public transportation system to link the entire community to all of its own activity areas and to the San Diego metropolitan area as a whole
- Encourage alternative modes of transportation by requiring developer participation in transit facility improvements, the Intra-Community Shuttle Loop and Light Rail Transit line

- Ensure implementation of Council Policy 600-34, Transit Planning and Development

Specific transportation proposals are addressed in Section 5.3, *Transportation/Circulation*, of this EIR.

Development Intensity Element

The Development Intensity Element establishes planning guidelines for the intensity of development based upon traffic projections and the capacity of the Community Plan Circulation Element roadways. The proposed land uses and development intensities are based on the following goals:

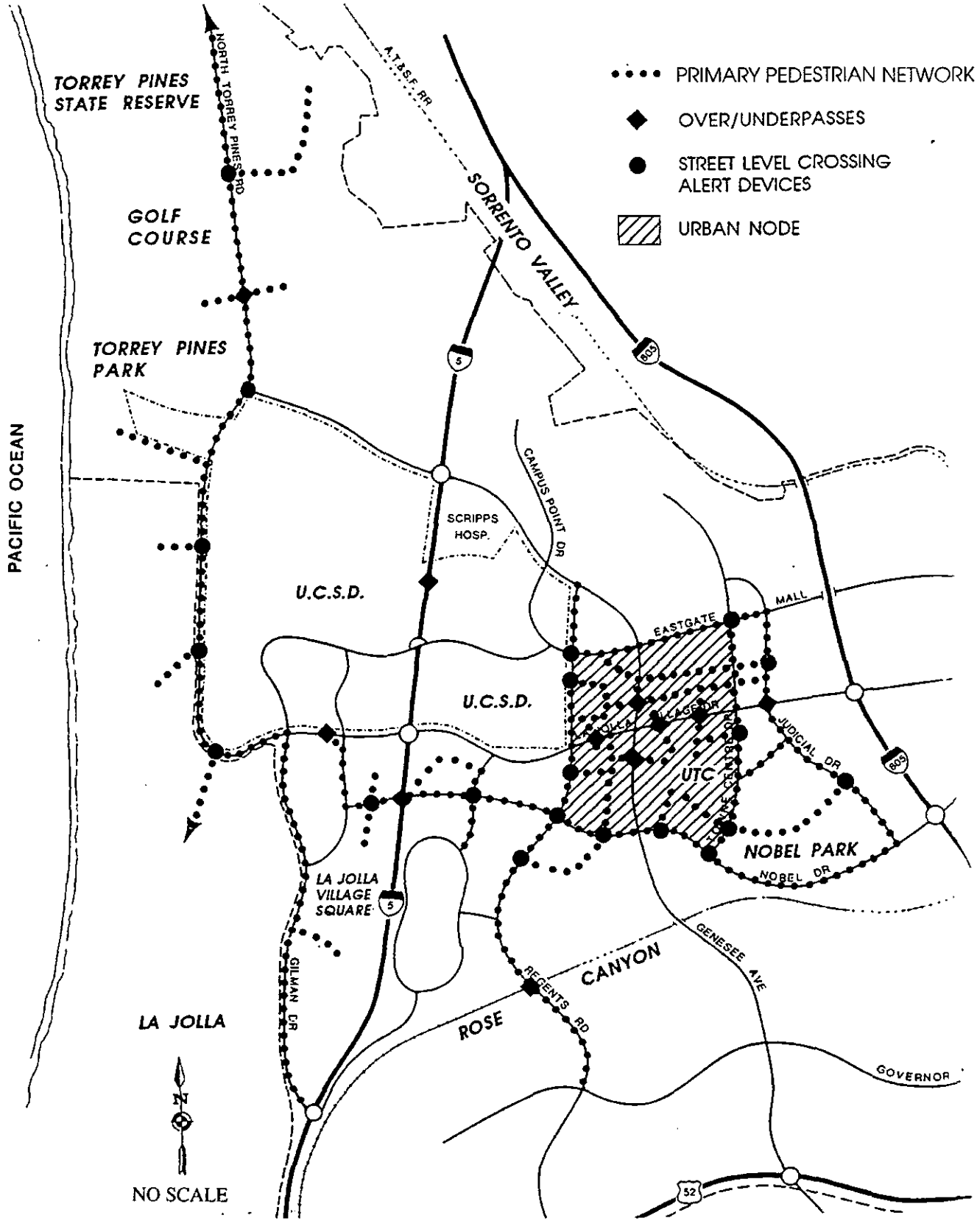
- Create an "urban node" with two relatively high density mixed-use core areas located at the University Towne Center and La Jolla Village Square areas (refer to Figure 5.1-3)
- Develop an equitable allocation of development intensity among properties, based on the concept of the "urban node"
- Provide a workable circulation system that accommodates anticipated traffic without reducing LOS below "D"

The northern portion of the community, including the UTC project site, is situated in the Community Plan Implementation Overlay Zone (CPIOZ) "A." The purpose of this overlay zone is to limit uses and development intensity to the levels specified in the Land Use and Development Intensity Table of the community plan. Development intensities, measured by square footage or number of dwelling units, were allocated to 101 subareas within the community. University Towne Center is located within Subarea 43. In the Land Use and Development Intensity Table, the site is listed as consisting of 75.35 gross acres, with a land use and development intensity of 1,061,000 square feet of regional commercial use. Development projects within the CPIOZ "A" are subject to ministerial permit review for consistency with the goals and proposal of the community plan. In the case of the UTC project, because modifications to the Land Use and Development Intensity Table are proposed by the project applicant, a Master Planned Development Permit (PDP), Site Development Permit (SDP), and CPA are required to ensure consistency with the community plan and its policies.

Housing/Residential Element

The Housing/Residential Element is intended to (1) indicate the appropriate location and density of residential development in the community and (2) address social and economic concerns associated with the design, production and consumption of housing. The Element includes the following relevant goals:

- Increase the consumer's freedom of choice in terms of tenure and type of housing available
- Conserve and improve the quality of housing and prevent neighborhood deterioration



Source: City of San Diego University Community Plan

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Urban Node and Pedestrian Network

UTC REVITALIZATION PROJECT

Figure 5.1-3

- Accommodate the City's and the community's fair share of the region's growth by designating adequate residential land at appropriate densities and locations

Because modifications to the residential intensity on site are proposed by the project applicant, a CPA are required to ensure consistency with the community plan and its policies.

Commercial Element

The goal of the Commercial Element is to "develop an integrated system of commercial facilities that effectively meets the needs of community residents and visitors as well as assuring that each new development does not impede the economic vitality of other existing commercial areas" (page 193). Relevant proposals include maximizing the interconnection of commercial developments with other commercial or residential centers, encouraging the renewal and, where appropriate, the expansion of regional and community commercial centers to maintain their viability in meeting community needs and extending pedestrian access points from shopping malls to the surrounding area.

Open Space and Recreation Element

The Open Space and Recreation Element identifies open space areas in the community which should be retained and enhanced and provides guidelines for their functional integration" (page 215). The goals and proposals of the Open Space and Recreation Element consider natural resource-based parks and areas as well as recreational parks and commercially developed recreational opportunities.

Noise Element

The Noise Element of the Community Plan addresses the potential for noise impacts to sensitive receptors as a result of aircraft noise from MCAS Miramar, major transportation routes and the AT&SF Railroad line. The goals of the element are to (1) minimize and avoid adverse noise impacts by planning for the appropriate placement and intensity of land uses relative to noise sources and (2) provide guidelines for mitigation of noise impacts where incompatible land uses are located in a high noise environment.

Safety Element

The Safety Element addresses geologic hazards and public safety associated with MCAS Miramar. The goals of the Element are as follows:

- Protect the public health and safety by guiding future development so that land use is compatible with identified geologic risks, including seismic and landslide hazards

- Ensure that proposed development does not create or increase geologic hazards either on or off site
- Promote public safety by taking into account aircraft accident potential in the placement of structures and activities
- Provide for the safe operation of MCAS Miramar through the preservation of appropriate departure corridors

Resource Management Element

The Resource Management Element addresses the preservation and enhancement of natural resources within the community, including topographic features, biological resources, coastal resources, energy and water supplies, cultural resources and air quality. It includes the following relevant goals:

- Contribute to the maintenance or improvement of regional water quality by controlling siltation and urban pollutants in runoff
- Encourage conservation of water in the design and construction of buildings and in landscaping
- Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy-efficient transportation
- Provide for the identification and recovery of significant paleontological resources

Land Development Code (Chapters 11, 12, 13 and 14 of the *San Diego Municipal Code* [SDMC])

Airport Environs Overlay Zone

The City of San Diego enforces the Airport Environs Overlay Zone around MCAS Miramar as part of the SDMC (Section 132.0301 et seq. of the SDMC; 2000a). The northeastern portion of the UTC Revitalization Project site extends into this overlay zone. The overlay zone is intended to ensure that land uses are compatible with the operation of the airport by implementing land use, noise attenuation and other standards of the airport's *Airport Land Use Compatibility Plan* (ALUCP) , described below. Development proposals within the overlay zone must comply with the applicable airport noise/land use and accident potential zone/land use compatibility matrices. Uses identified in the matrices are permitted only if the noise is attenuated, and the density is restricted as indicated in the matrices. In addition, the Mayor or his designee is required to review development proposals for conformance with the following site planning standards: (1) structures shall be located as far away as possible from the noise source or accident potential/flight activity zone, taking maximum advantage of the topography and other site design features to minimize noise impacts and safety hazards; and (2) the amount of outdoor and recreational space or other activity area where individuals would be subject to high levels of noise shall be minimized. An acoustical study may be required by the Mayor or his

designee to ensure that the development proposal meets the applicable noise standards. As discussed below, although the project site is outside of the updated 60 dB CNEL noise contours for MCAS Miramar as depicted in the AICUZ study, the eastern portion of the site is within the 60 to 65 dB CNEL noise contour as depicted in the adopted 2004 ALUCP. ~~According to the MCAS Miramar AICUZ study the proposed project site would be located outside of the 60 dB Community Noise Equivalent Level as discussed below.~~ Finally, if the development is identified as "incompatible" or "conditionally compatible," an avigation easement would be required.

Zoning

The majority of the project site is currently zoned for community commercial use (CC-1-3), in accordance with Section 131.0501 et seq. of the SDMC, which accommodates community-serving commercial, retail and residential uses for a range of development patterns (e.g., pedestrian-friendly streets, shopping centers, auto-oriented streets). A small portion of the Torrey Trail district is zoned residential (RS-1-14). The project applicant is proposing to rezone the portion of the property designated Regional Commercial in the Community Plan to CR-1-1, in recognition of its regional commercial character. The portion of the site designated for Open Space in the Community Plan would remain zoned CC-1-3 and RS-1-14. The purpose of the CR zones is to provide areas for a broad mix of regional-serving retail and other uses; the zone is intended to accommodate large-scale, high intensity developments located along major streets, primary arterials and major public transportation lines. The CR-1-1 zone allows a mix of regional serving commercial and residential uses, with an auto orientation. Retail and commercial uses permitted in the CC-1-3 zone would also be permitted in the CR-1-1 zone. Multi-family residential is permitted in both the CC-1-3 and CR-1-1 zones, provided it is a part of a mixed-use (commercial/residential) project.

The maximum structure height allowed in the zone CR-1-1 is 60 feet. There is no minimum front setback or street setback under this zone; minimum side and rear setbacks are each generally 10 feet (with several caveats). No side or rear setback is required, provided that the structure shall either be placed at the property line or set back at least 10 feet.

The maximum floor area ratio allowed in the zone is 1.0; however, a floor area bonus of 1.0 for mixed use is provided for residential uses that are developed as part of a mixed-use project. A minimum of 50 percent of the bonus must be applied to the residential portion of the project, with the remainder of the bonus being used for either commercial or residential uses.

Other requirements that apply in this zone address pedestrian paths, parking lot orientation and building articulation. Each commercial tenant space is required to be accessible from an abutting public street by a pedestrian path that is at least four feet wide. These paths are to be separated from vehicular access areas by wheelstops, curbs, landscaping or other physical barriers, except when crossing driveways or aisles. At least one pedestrian path is required for each property frontage on an

improved public street, where, at some point along the frontage, the difference in elevation between the public sidewalk and the building or vehicle use area abutting the street frontage is less than four feet. For premises with more than three frontages, only three pedestrian paths are required. All building elevations fronting a public right-of-way are required to be composed of offsetting planes that provide relief in the building façade by insetting or projecting surfaces of the building. The minimum number of offsetting planes and minimum horizontal separation between planes is based on the length of the building façade.

Planned Development Permit Procedures

The existing UTC shopping center operates under Planned Commercial Development permit 83-0117. This permit type has been superseded by the PDP. The purpose of the PDP procedures is to allow an applicant to request greater flexibility from the strict application of zoning regulations than would be allowed through a deviation process (see Section 143.0401 of the SDMC). As stated in Section 126.0601 of the SDMC, "The intent is to encourage imaginative and innovative planning and to assure that the development achieves the purpose and intent of the applicable land use plan and that it would be preferable to what would be achieved by strict conformance with the regulations." Development that does not comply with all base zone regulations or all development regulations, or proposes to exceed limited deviations allowed by the development regulations contained in Chapter 14 of the SDMC, may apply for a PDP. The following criteria are required to be incorporated into the design of all projects applying for a PDP:

1. The overall development design should be comprehensive and should demonstrate the relationships of the proposed development on-site with existing development off-site.

2. The scale of the project should be consistent with the neighborhood scale as represented by the dominant development pattern in the surrounding area or as otherwise specified in the applicable land use plan.

3. Buildings, structures, and facilities on the premises should be well integrated into, oriented towards, and related to, the topographic and natural features of the site.

4. Proposed developments should avoid repetitious development patterns that are inconsistent with the goals of the applicable land use plan.

5. Buildings should avoid an overwhelming or dominating appearance as compared to adjacent structures and development patterns. Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. Instead, gradual transitions in building scale should be incorporated.

6. Larger structures should be designed to reduce actual or apparent bulk. This can be achieved by using pitched roof designs, separating large surface masses through changes in exterior treatment, or other architectural techniques.

7. To the greatest extent possible, landscaping should be used to soften the appearance of blank walls and building edges and enhance the pedestrian scale of the development.

8. Elements such as curbside landscaping, varied setbacks, and enhanced paving should be used to enhance the visual appearance of the development.

9. Roof forms should be consistent in material, design, and appearance with existing structures in the surrounding neighborhood. Plant materials and other design features should be used to define and enhance the appearance of roof spaces, especially flat roofs that are visible from higher elevations.

10. Building material and color palettes should be consistent with the guidelines in the applicable land use plan.

Site Development Permit Procedures

The purpose of the SDP procedures is to establish a review process for proposed development that may have significant impacts on resources or on the surrounding area. An SDP may be required even if developed in conformance with all regulations. As stated in Section 126.0501 of the SDMC, "The intent of these procedures is to apply site-specific conditions as necessary to assure that the development does not adversely affect the applicable land use plan and to help ensure that all regulations are met." A SDP is required for the proposed project because the site lies within the CPIOZ Type "A." A SDP may be approved only if the following findings can be made:

1. The proposed development will not adversely affect the applicable land use plan;

2. The proposed development will not be detrimental to the public health, safety and welfare; and

3. The proposed development will comply with the applicable regulations of the *Land Development Code*.

A SDP required in accordance with Section 143.0110 of the SDMC because of potential impacts to environmentally sensitive lands (ESL) may be approved or conditionally approved only if decision makers make the following supplemental findings, in addition to the above findings:

1. The site is physically suitable for the design and siting of the proposed development and the development will result in minimum disturbance to ESL;

2. The proposed development will minimize the alteration of natural land forms and will not result in undue risk from geologic and erosional forces, flood hazards or fire hazards;

3. The proposed development will be sited and designed to prevent adverse impacts on any adjacent ESL;

4. The proposed development will be consistent with the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan;

5. The proposed development will not contribute to the erosion of public beaches or adversely impact local shoreline sand supply; and

6. The nature and extent of mitigation required as a condition of the permit is reasonably related to, and calculated to alleviate, negative impacts created by the proposed project.

Airport Land Use Compatibility Plan for MCAS Miramar

The proposed UTC Revitalization Project site is located approximately five miles west of MCAS Miramar. A base realignment, or transfer, from the U.S. Navy to the U.S. Marine Corps began in 1994 and was virtually complete by 1998. The appropriate environmental documentation pursuant to the National Environmental Policy Act was completed before and during the transition. The 2004 ALUCP for MCAS Miramar is the adopted plan for evaluating proposed projects in the Airport Influence Area (AIA). The ALUCP for NAS/MCAS Miramar was amended in October 2004 by the San Diego County Regional Airport Authority (SDCRAA), serving as the Airport Land Use Commission (ALUC).

The SDCRAA is currently in the process of preparing a comprehensive update to the ALUCPs for all of the airports in San Diego County. The ALUCP was prepared to "protect Naval Air Station (NAS) Miramar from incompatible land uses, and provide for the orderly growth of the area surrounding the air station; to safeguard the general welfare of the inhabitants within the vicinity of the air station and the public in general by protecting them from the adverse effects of aircraft noise and accident potential; and to ensure that no obstructions or other hazards affect navigable airspace" (SDCRAA 2004, as amended).

The 2004 ALUCP is based on the Air Installation Compatible Use Zone (AICUZ) prepared by the U.S. Navy and adopted in 1992. In 2005, the Marine Corps prepared a new AICUZ study for MCAS Miramar, which supersedes the 1992 adopted NAS Miramar AICUZ. The draft ALUCP update

currently being prepared by SDCRAA will be consistent with the 2005 MCAS Miramar AICUZ study as required by state law.

The 2004 ALUCP addresses land use compatibility by defining the AIA, noise contours from aircraft operations and the associated land use compatibility matrix, accident potential zones (APZs), height restrictions for surrounding uses and obstruction determinations. The proposed project site is located within the AIA, which extends well beyond the limits of the military air station and as far west and northwest as the Pacific Ocean (Figure 5.1-4a, *Airport Influence Area ~~and Accident Potential Zone~~*). The CNEL noise contours depicted in the ALUCP are from noise data collected by the U.S. Navy in 1989 (Figure 5.1-4b, *MCAS Miramar Accident Potential Zones and Noise Contours*). The Airport Noise/Land Use Compatibility Matrix indicates that land uses are conditional compatible at 60 to 65 dB CNEL for residential uses, 60 to 70 dB for hotel and office uses and 65 to 75 dB for commercial uses. To be considered compatible, the outdoor CNEL would need to be attenuated to achieve an indoor noise level of 45 dB for hotel and residential uses and 50 dB for commercial uses. Although the project site is outside of the updated 60 dB CNEL noise contours for MCAS Miramar as depicted in the AICUZ study (USMC 2005), the eastern portion of the site is within the 60 to 65 dB CNEL as depicted in the 2004 ALUCP (SDCRAA 2004) (Figure 5.1-4c, *Adopted and Proposed Noise Contours*). As noted by the US Marine Corps in a letter dated September 14, 2007 (included as letter 1 in the Responses to Comments, EIR Appendix N), the 2005 AICUZ noise contours will eventually serve as the future noise contours for the revised ALUCP.

The ALUCP ~~incorporates the~~describes ~~two~~ three Accident Potential Zones (APZs) ~~from the 1992 NAS Miramar AICUZ study~~ for the air installation: the clear zone, APZ-1 and APZ-2. It establishes land use restrictions for proposed development within each zone to minimize the number of people exposed to aircraft crash hazards. The primary objective of the APZs is the achievement of a degree of safety that can be reasonably attained. The clear zone is at the end of the runway, is located on the Marine base and is, therefore, under the control of the Marines. The ALUCP identifies the compatibility of different types of land uses and persons per acre for conditionally compatible uses within APZ-1 and APZ-2~~the two zones~~. As shown on Figure 5.1-4b, the proposed project is located outside of ~~both~~ all APZs. The proposed project is also located outside of both APZs depicted in the 2005 MCAS Miramar AICUZ study.

Building height and obstruction restrictions apply around the installation to ensure that no object would interfere with the safe operation of aircraft or impact the air installation operations. The ALUCP contains criteria for determining airspace obstruction compatibility. Any proposed development that includes an object over 200 feet above the ground level or that penetrates the 100:1 slope extending 20,000 feet away from the nearest runway must be submitted to the Federal Aviation Administration (FAA) for obstruction evaluation, as well as notifying SDCRAA and MCAS Miramar. Should the potential exist that a project could produce a hazard or obstruction to air navigation, a complete aeronautical study must be prepared under the provisions of 49 USC, Section 44718 and, if

applicable, Title 14 of the Code of Federal Regulations, Part 77. Objects determined to be an obstruction or hazard by Part 77 or Terminal Instruction Procedures, or create change to flight operations, approach minimums, or departure routes would be considered incompatible.

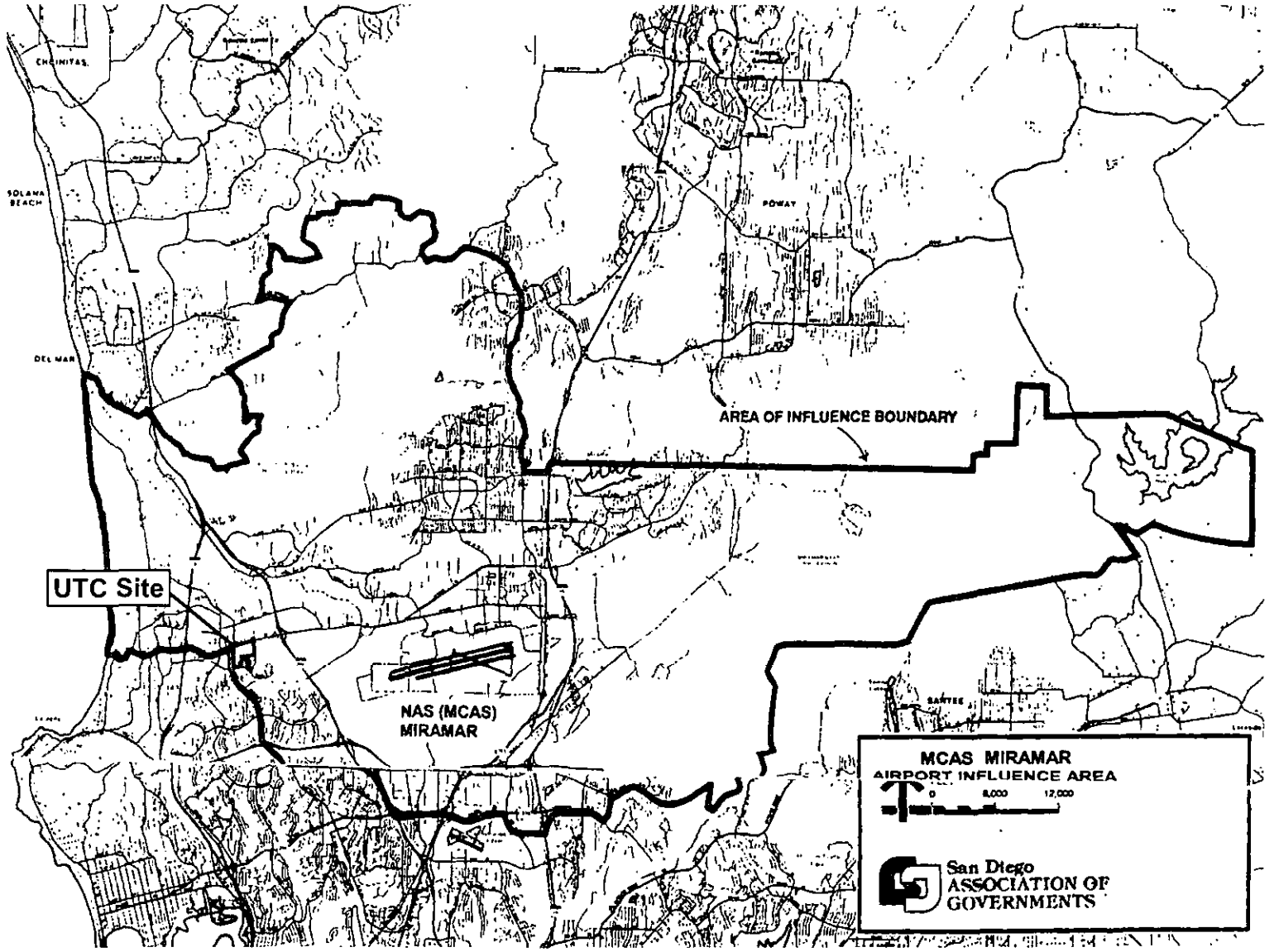
Proposed developments may be incompatible and would require evaluation if they would generate other obstructions, such as release of any substance that would impair visibility (e.g., dust, smoke or steam); emit or reflect light that could interfere with air crew vision; produce emissions that would interfere with aircraft communication systems, navigation systems or other electrical systems; or attract birds or waterfowl.

5.1.2 Impacts

Significance Criteria

The City of San Diego's Significance Determination Thresholds (2007a) state that proposed projects should be assessed for consistency with any adopted plans for the particular site, including the *Progress Guide and General Plan* and any applicable community and specific/precise plans. An inconsistency with an adopted plan is not necessarily a significant environmental impact; the inconsistency would have to relate to an environmental issue to be considered significant under CEQA. Project impacts are considered significant if one or more of the following applicable conditions apply:

- Inconsistency/conflict with the environmental goals, objectives or guidelines of a community or general plan
- Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur
- Substantial incompatibility with an adopted plan (e.g, such as a rock crusher in a residential area)
- Development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use
- Incompatible uses defined in an airport land use plan or inconsistency with an airport's CLUP/ALUCP as adopted by the Airport Land Use Commission to the extent that the inconsistency is based on valid data
- Inconsistency/conflict with adopted environmental plans for an area
- Significantly increase the base flood elevation for upstream properties, or construct in a Special Flood Hazard Area or floodplain/wetland buffer zone



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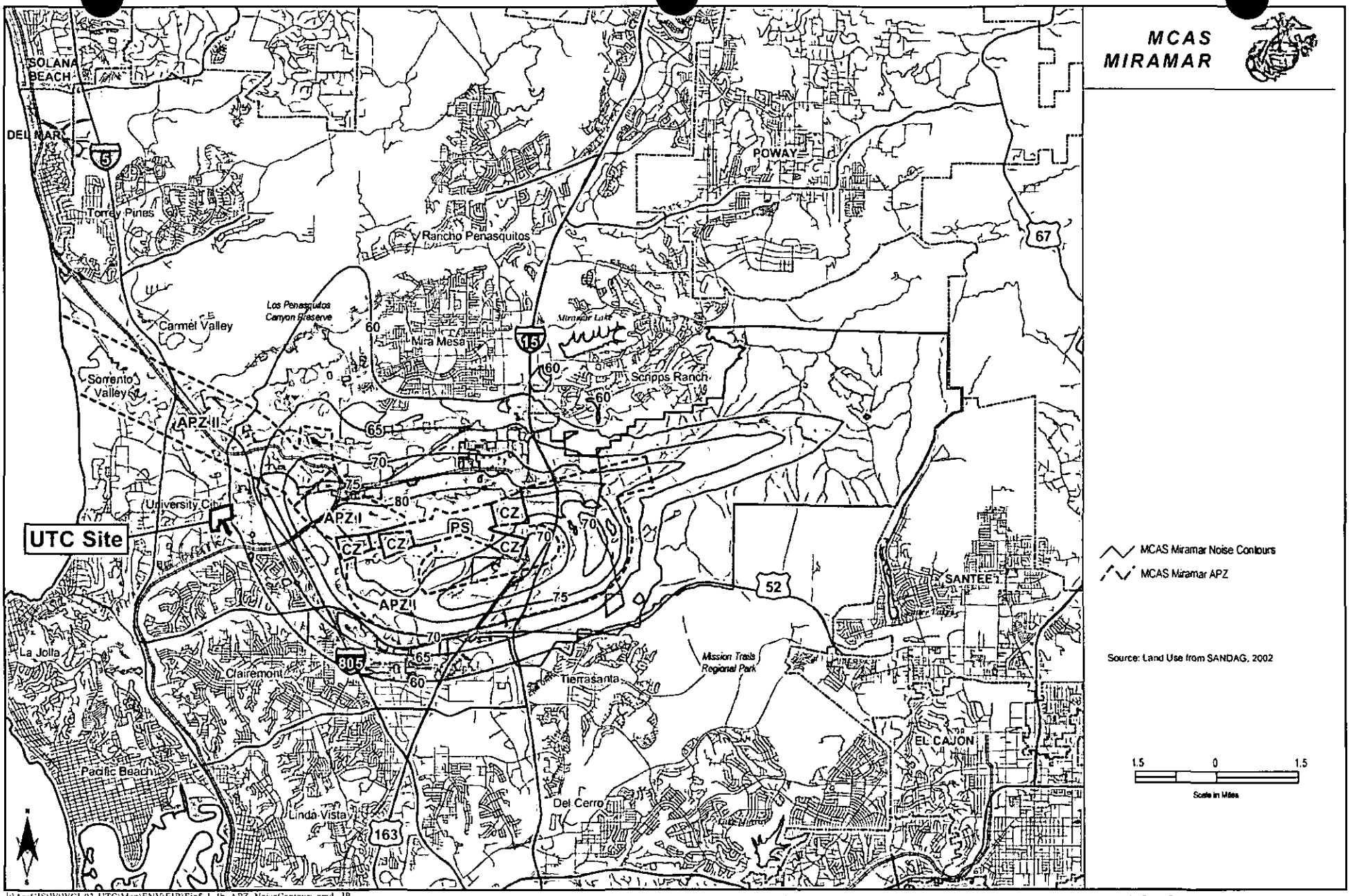
MCAS Miramar Airport Influence Area

UTC REVITALIZATION PROJECT

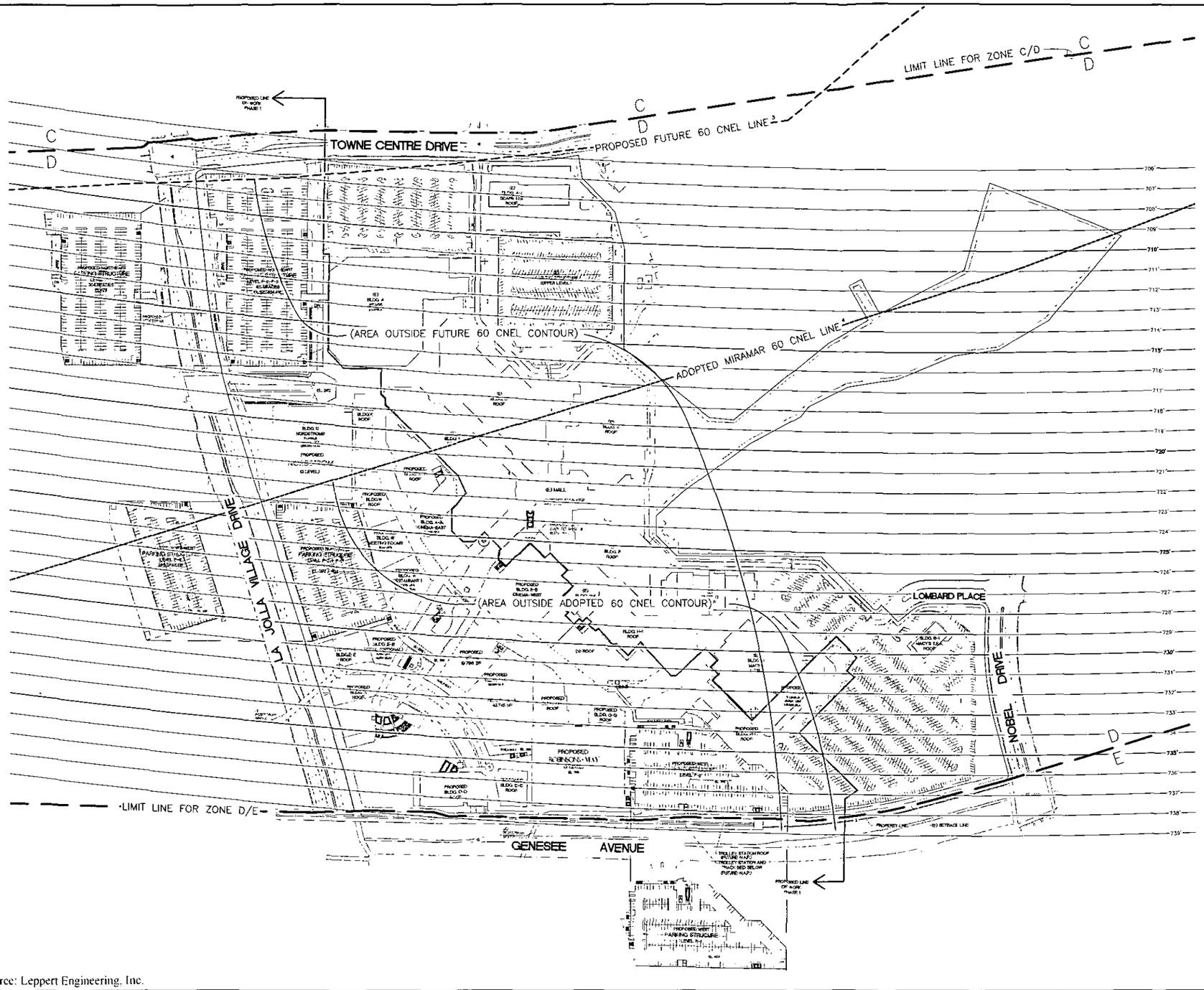
Figure 5.1-4a



MCAS Miramar Accident Potential Zones and Noise Contours

UTC REVITALIZATION PROJECT

Figure 5.1-4b



LEGEND

DESCRIPTION	SYMBOL
MAX. ELEV. CONTOURS PER FAA[1]	XXX
ALUCP COMPATIBILITY ZONE LIMIT [2]	
CNEL LEVEL 60 FROM DRAFT PLAN[3]	
CURRENT CNEL LEVEL 60 FROM MIRAMAR [4]	

ADDITIONAL INFORMATION

[1] THESE HEIGHTS WERE CALCULATED PER THE FEDERAL AVIATION ADMINISTRATION (FAA) STANDARDS. THE CONTOURS REPRESENT THE MAXIMUM ELEVATION ALLOWED ALONG AND INSIDE THE ARC.

[2] THESE COMPATIBILITY ZONES ARE TAKEN FROM THE MARCH 2005 DRAFT OF THE SAN DIEGO COUNTY AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP), AND WERE FURNISHED ELECTRONICALLY BY THE SAN DIEGO AIRPORT AUTHORITY.

[3] THIS COMMUNITY NOISE EQUIVALENT LEVEL (CNEL) CONTOUR IS TAKEN FROM THE MARCH 2005 DRAFT OF THE SAN DIEGO COUNTY AIRPORT LAND USE COMPATIBILITY PLAN, AND WERE FURNISHED ELECTRONICALLY BY THE SAN DIEGO AIRPORT AUTHORITY.

[4] BASED ON THE CURRENTLY ADOPTED MIRAMAR AIRPORT NOISE CONTOUR LINES.

[5] BASED ON THE MARCH 2005 DRAFT OF THE SAN DIEGO COUNTY AIRPORT LAND USE COMPATIBILITY PLAN (EXHIBIT MM1-5), THIS SITE IS CURRENTLY DESIGNATED NOT IN APZ I OR APZ II.

Source: Leppert Engineering, Inc.

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Adopted and Proposed Noise Contours

UTC REVITALIZATION PROJECT

Figure 5.1-4c

Issue 1: Would the proposal result in land uses which are not compatible with existing or planned surrounding land uses?

The proposed project and all the various Master PDP land use scenarios are collectively discussed herein, with no one land use scenario having the potential to cause significantly greater land use impacts than the others. Therefore, no worst-case scenario is identified. It should be noted that the project applicant has decided to not pursue hotel or office uses' although the analysis remains herein for information purposes.

Uses proposed as part of the UTC Revitalization Project include expanded retail, entertainment, community meeting space, parking uses, multi-family residential and recreation facilities. The project potentially may include the construction of hotel and office structures, depending on which Master PDP land use scenario is constructed on site. As described in Section 5.1.1, *Existing Conditions*, off-site uses along adjacent portions of La Jolla Village Drive, Towne Centre Drive, Genesee Avenue and Nobel Drive include high-rise offices, hotels, commercial development, residential structures and low-rise town homes. Proposed continuation of the commercial/retail and introduction of residential uses and/or hotel and office buildings through the construction of the proposed project would, therefore, be generally compatible with the existing uses surrounding the site. A discussion of a few potential land use compatibilities between residential/hotel/office uses and surrounding development related to introducing these new uses to the UTC site is provided below.

According to the Master PDP, the proposed project would entail the construction of up to 100 residential units in the Towne Centre Gardens district (or up to 725 units under the Maximum Residential land use scenario) above a new parking garage southeast of the Sears Department store. The height of that structure would be determined when the building plans are submitted in the future, but would not exceed 325 feet. The ultimate height of the structure, however, could be a significant contrast to the height of the nearby single-family residential uses, particularly because the shopping center is located approximately 20 feet above grade from the homes. The proposed residential structures would be substantially taller than the existing single-family homes (refer to Section 5.2, *Aesthetics/Visual Quality*, for further discussion). The introduction of a residential structure also could increase the potential for light overspill into the existing neighborhood and increase views into private backyards and windows of existing homes. All of these factors would potentially affect its land use compatibility with the adjacent single-family character.

The project would, however, include a number of design features that are outlined in the Master PDP Design Guidelines that would minimize these potential land use compatibility impacts in the Towne Centre Gardens District. As noted in the Master PDP Design Guidelines, the design concept for the residential structure and parking structure within Towne Centre Gardens features an angled building envelope plan on the north and east portions of the proposed structure to limit bulk and massing, as viewed from the existing homes. The proposed residential structure within the Towne Centre

Gardens district would provide a setback of 15 to 35 feet on the southern side (adjacent to existing single-family residences) and would maintain the existing landscaped slope. The base height of the residential structures would be 24 feet. The angled building plan concept would step building height back and away from the property line at an angle of 45 degrees.

The construction of 50-unit residential towers in the Nobel Heights district (or up to 725 residential units or up to 250 hotel rooms) would occur at the corner of Genesee Avenue and Nobel Drive (see Table 3-3). The possible construction of hotel buildings in this location would contrast with the uses adjacent to the district (e.g., residential and commercial). This, however, would not create a significant land use conflict with the surrounding land uses located immediately south of Nobel Drive and west of Genesee Avenue as they would be separated by a major street and would comply with the Master PDP design guidelines and SDMC requirements. In addition, the residential/hotel structures within the Nobel Heights district would have a setback of a minimum of 10 feet from the property line and would have a base height of up to 35 feet.

The proposed project also would include the construction of 75,000 sf of new retail space and 100-unit residential tower in the University Central district (or up to 725 residential units, up to 250 hotel rooms or up to 35,000 sf of office space) at the corner of La Jolla Village Drive and Genesee Avenue. Such a tower would be consistent with surrounding land uses (i.e., office towers) and would not result in an incompatible use.

In addition, per the Master PDP Design Guidelines, all new construction, regardless of district, would incorporate the application of scale transition principles such as horizontal, vertical and proportional correspondence between buildings. This application would be accomplished by use of form manipulation, patterning and articulation methods consistent with industry standards for well-proportioned towers and bases. Such proportioning may include pattern/rhythm changes in-plane, offsets, changes of plane/geometries and/or balconies or terraces. The buildings would be proportioned with adjacent building façades and provide appropriate transitions to tower elements. The inclusion of decorative and/or ornamental elements (e.g., tile for wall features, etc.) as well as new landscaping would help to screen and soften the appearance of the new residential/hotel/garage structures from the adjacent properties.

Given the proposed design measures, the construction of multi-family residential development in the Towne Centre Gardens district adjacent to an existing single-family residential neighborhood, residential or hotel or office structures in the Nobel Heights district and residential or hotel or office structures in the University Central district would not result in a substantial land use incompatibility with the surrounding community. Refer to Section 5.2, *Aesthetics/Visual Quality*, for a discussion of the visual character effects of the proposed residential or hotels on existing homes in the area.

With regard to land uses farther from the shopping center, the proposed project would not impact the Rose Canyon open space feature, located approximately 0.5 mile south of the UTC property. The area between Rose Canyon and the shopping center is developed with single-family homes, town homes, a commercial center and major public roads, which would continue to buffer the undeveloped open space from the higher-intensity residential and retail uses. The project would require the upgrade of a sewer line currently within a finger of the canyon~~; however, the new pipeline would be placed in Genesee Avenue in order to avoid impacts to the resources within the canyon~~ (refer to Section 5.7 for the *Public Utilities* discussion). Replacement of the off-site sewer line, which the project applicant would pay its fair share of the construction costs (see MM 5.7-1), would be located within the MHPA and within an area that contains Environmentally Sensitive Lands resources. An analysis of those potential impacts is provided in the Monte Verde Final EIR (SCH No. 2003091106). The previous analysis was certified by the City Council on September 17, 2007 and is incorporated by reference into this EIR, in accordance with Section 15150 of the State CEQA Guidelines. As stated in the previous analysis, construction is expected to result in direct impacts to habitat indirect impacts to wildlife in the MHPA. Indirect impacts may include temporary elevated noise above 60 dB(A), artificial lighting within wildlife habitat, and increased erosion or sedimentation. These impacts would be significant within the MHPA and would require that project mitigation measures be implemented to ensure consistency with the MSCP and conformance to the City MHPA Land Use Adjacency Guidelines. Mitigation measures to compensate for these direct impacts of the sewer line replacement are identified in the Monte Verde Final EIR and were made conditions of approval for that project. Those measures include delineation of limits of grading and construction monitoring. Thus, no direct effects on the character of the open space are expected.

In terms of potential noise effects on the canyon, construction activities would occur at distances greater than 0.5 mile away. That distance and the intervening urban development would reduce potential construction noise effects on the canyon. Long-term noise exposure in the canyon would not substantially change since the proposed project would contribute to less than a three percent increase in traffic along Genesee Avenue, which would not significantly affect ambient noise levels. Construction-related dust would be localized and not travel the 0.5-mile distance to be deposited on the vegetation in the canyon. In addition, as required under NPDES, all storm water runoff from the project site would be decontaminated on site prior to entering Rose Canyon. Refer to Section 5.5, *Hydrology/Water Quality*, for a discussion of measures to prevent and control the off-site discharge of contaminants in storm water runoff. Increased usage of the canyon by new occupants could occur, however, it would be an incremental increase in recreation activity in relation to the number of existing residents and other recreation opportunities in the area. Therefore, no indirect land use effects on the Rose Canyon open space are expected.

Significance of Impacts

The proposed project generally would be compatible with the surrounding developments in the Central Subarea of the University Community. There is potential for significant land use character conflicts between the proposed residential structure in the Towne Centre Gardens and Nobel Heights districts and existing single- and multi-family residential developments immediately to the south. Project design features described in the Master PDP Design Guidelines would reduce these potential impacts to below a level of significance.

Mitigation Measures, Monitoring and Reporting Program

No mitigation is required, because no significant conflicts with existing or planned land uses are identified.

Issue 2: Would the proposal result in a land use which is inconsistent with the adopted community plan land use designation for the site or conflict with the goals, objectives and recommendations of the community plan in which it is located?

Issue 3: Would the proposal conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project?

The proposed project and all the various Master PDP land use scenarios are collectively discussed herein, with no one land use scenario having the potential to cause significantly greater land use impacts than the others. Therefore, no worst-case scenario is identified.~~It should be noted that the project applicant has decided to not pursue hotel or office uses' although the analysis remains herein for information purposes.~~

General and Community Plan Consistency

A number of General Plan and Community Plan goals and objectives have been identified in Section 5.1.1 that pertain to the UTC Revitalization Project. Due to the number of applicable goals, objectives and proposals, a comparative table has been prepared to facilitate comparison and review of project consistency with the plans. Table 5.1-1 identifies each applicable goal, objective and proposal, and briefly describes how the project does or doesn't comply.

As shown in the table, the project would be consistent with 190 of the approximately 200 applicable goals and policies (see Table 5.1-1). The project would be inconsistent with ten of the policies in that it would include relating the bulk of buildings to the prevailing scale of the development; limiting development on the site to 1,061,000 square feet; maintaining an LOS of D or better; reinforcing the roles of La Jolla Village Drive and Genesee Avenue as auto oriented streets; retaining sloping

landscaped berms along the borders of La Jolla Village Drive and Genesee Avenue; limiting infill development height to 15 feet; restricting parking areas to 30 percent of the streetscape adjacent to the Urban Node Pedestrian Network; and having a high-rise development that is compatible in scale to the surrounding areas. As discussed below in greater detail, these inconsistencies with local policy are not considered significant impacts because approval of the CPA would make the project consistent with the Development Intensity and Urban Design Elements of the community plan and mitigation is proposed to reduce most traffic impacts to less than significant levels within the community (refer to Section 5.3, *Transportation/Circulation*, for additional discussion); the proposed landscaping and plaza in the University Central district, the use of non-contiguous sidewalks and removal of the exterior landscaped berms in all districts would open up the project and eliminate the "super block" configuration of the existing site consistent with the issues raised in the Community Plan; and articulated, stepped façades, pedestrian-oriented uses at the first floors of buildings and pedestrian gateways into the project would provide the improved pedestrian experience envisioned in the Community Plan.

The proposed project would require a CPA to increase the retail square footage allowed on site from 1,061,000 to 1,811,400 square feet and add reference to the non-retail land uses in the intensity table. Table 7 and Figure 29 in the Housing/Residential Element also would be modified to incorporate up to 725 residential units, with a density of approximately 29 units per acre (see Figure 5.1-5, *Community Plan Amendment to Housing/Residential Element*). The CPA is not considered a significant land use impact due to the fact that the proposed development would be compatible with the other land uses surrounding most of the center, would enforce the urban node concept contained in other policies of the Community Plan and would not cause a substantial decrease of LOS in the community. Any potential inconsistency with the Development Intensity Element would be avoided provided the City Council approves the proposed CPA.

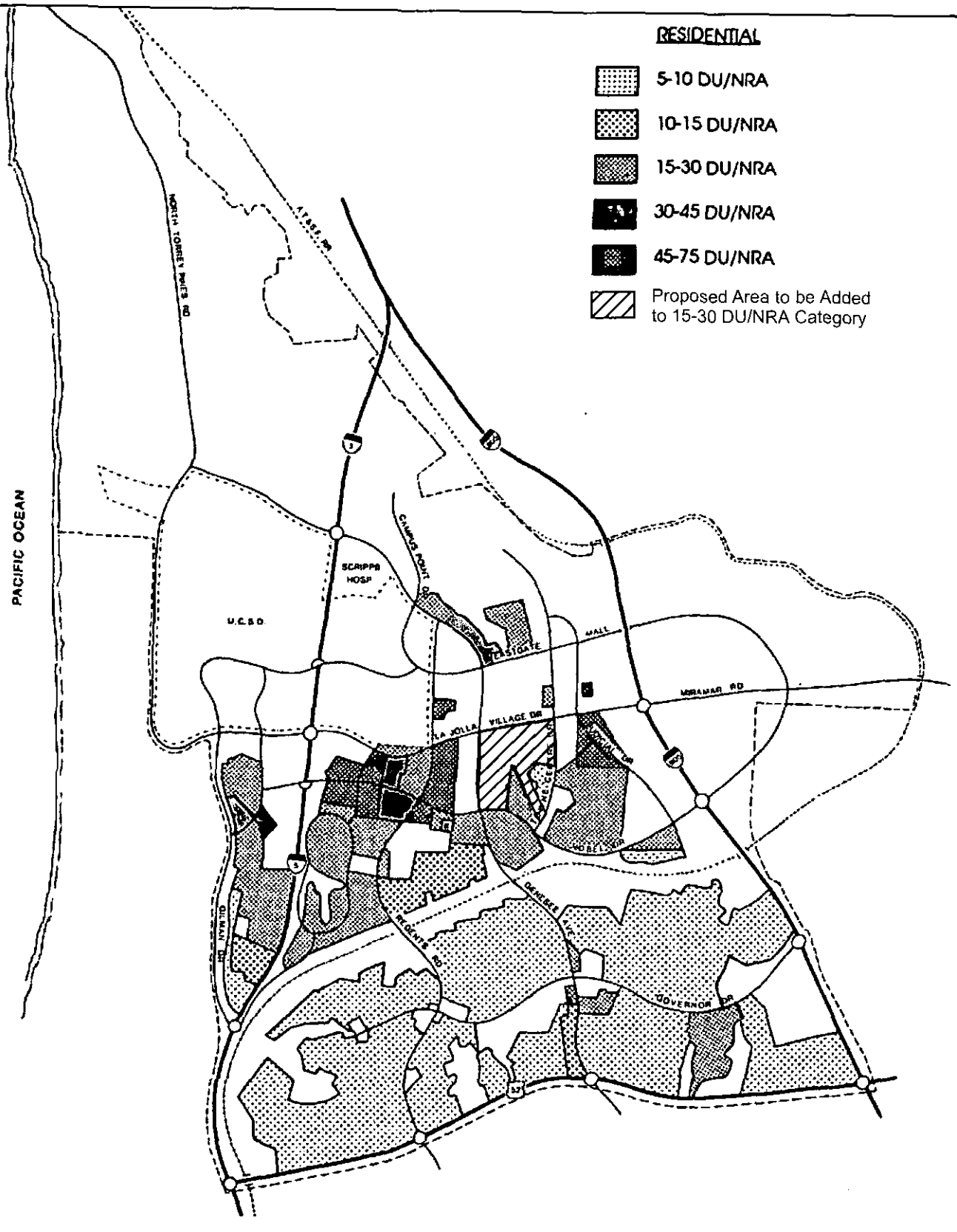
The project would redesignate segments of La Jolla Village Drive and Genesee Avenue within the Urban Node as part of the Urban Node Pedestrian Network within the Urban Design Element of the *University Community Plan*. The segments of these streets adjacent to the project site would be redeveloped to become more pedestrian-friendly, as desired by the City. Proposed treatments include a minimum six-foot wide non-contiguous sidewalk with landscaping separating the sidewalk from the roadway. The streetscape between the sidewalk and buildings with UTC also would be landscaped with tall-growing and flowering trees. The base of buildings adjacent to the Urban Node Pedestrian Network would be a maximum of 25 to 35 feet in height and would be articulated to create an aesthetically pleasing atmosphere and avoid the perception of a "super block." In addition, policy changes would be made to reflect the inclusion of La Jolla Village Drive and Genesee Avenue as part of the primary pedestrian network within the Urban Node Pedestrian Network. The project also would result in changes in Figures 9, 10, 11 and 12 to show the Urban Node Pedestrian Network along La Jolla Village Drive and Genesee Avenue (refer to Figures 5.1-6, 7, 8 and 9, *Community Plan Amendment to Urban Design Element – A, B, C and D*, respectively). With approval of the CPA, the

project would be consistent with the subject objective and policy and, therefore, would not result in a significant impact to land use.

Development of the retail expansion, including parking structures, would involve a reduction in the overall width, and in some cases the removal, of the landscaped berms fronting La Jolla Village Drive and Genesee Avenue, which would conflict with a current Community Plan policy requiring the retention of these berms. The project would include a CPA to remove this policy from the Community Plan. The Master PDP general landscape guidelines include replacement of the existing landscaping with hardscape and ornamental species, such as palm trees, flowering trees and trellised vines. In addition, a Street Tree Master Plan has been developed and is included in the Master PDP. Decorative pavement would be used to soften the entry transitions along the façades of the proposed department stores and parking structures that are proposed along public roadways. The construction of the University Central district would replace the landscaped slope near the intersection of La Jolla Village Drive and Genesee Avenue with decorative pavement and planters and other landscape elements. Thus, although the berms would be removed, creation of the plaza would visually open up the center to La Jolla Village Drive and Genesee Avenue and provide a pedestrian amenity. Removal of ~~this policy~~the berms would not result in a significant impact to land use policy and would, in fact, implement a goal of the community.

The heights of buildings along the Urban Node Pedestrian Network would be taller than 15 feet, which would be inconsistent with a current policy in the Community Plan. The project includes a CPA that would remove this policy from the Community Plan. Maximum heights of building bases along the pedestrian network would range from 25 to 45 feet for retail, residential, hotel and office structures. Parking structures would be a maximum of 80 feet above grade. Although the structures would be greater than 15 feet, they would feature architectural and landscape treatment at the street level to engage the pedestrian network. Such treatments include the limitation of the base height of structures, changes in colors and textures, protrusions and recessions. The base façades of parking structures would be articulated and treated with texture and color, incorporate trellises, landscaping, canopies or other architectural features. Pathways from sidewalks to UTC would be placed at regular intervals (refer to Figure 3-~~3~~4, *Pedestrian Circulation Routes and Features*). Construction of non-contiguous sidewalks along the perimeter of UTC also would contribute to street vitality and a pedestrian-friendly atmosphere. With removal of this policy, the project would continue to be consistent with the objective of refitting development with pedestrian-oriented uses and amenities that contribute to street vitality and therefore the removal of this policy would not result in significant land use impacts.

The proposed project would result in the construction of several parking areas (i.e., surface and parking structures) adjacent to the existing and proposed Urban Node Pedestrian Network. Parking areas and driveways would occupy more than 30 percent of the streetscapes along La Jolla Village Drive, Genesee Avenue and Towne Centre Drive, which would conflict with a Community Plan



Residential Densities
University Community Plan
29 FIGURE

Source: City of San Diego University Community Plan

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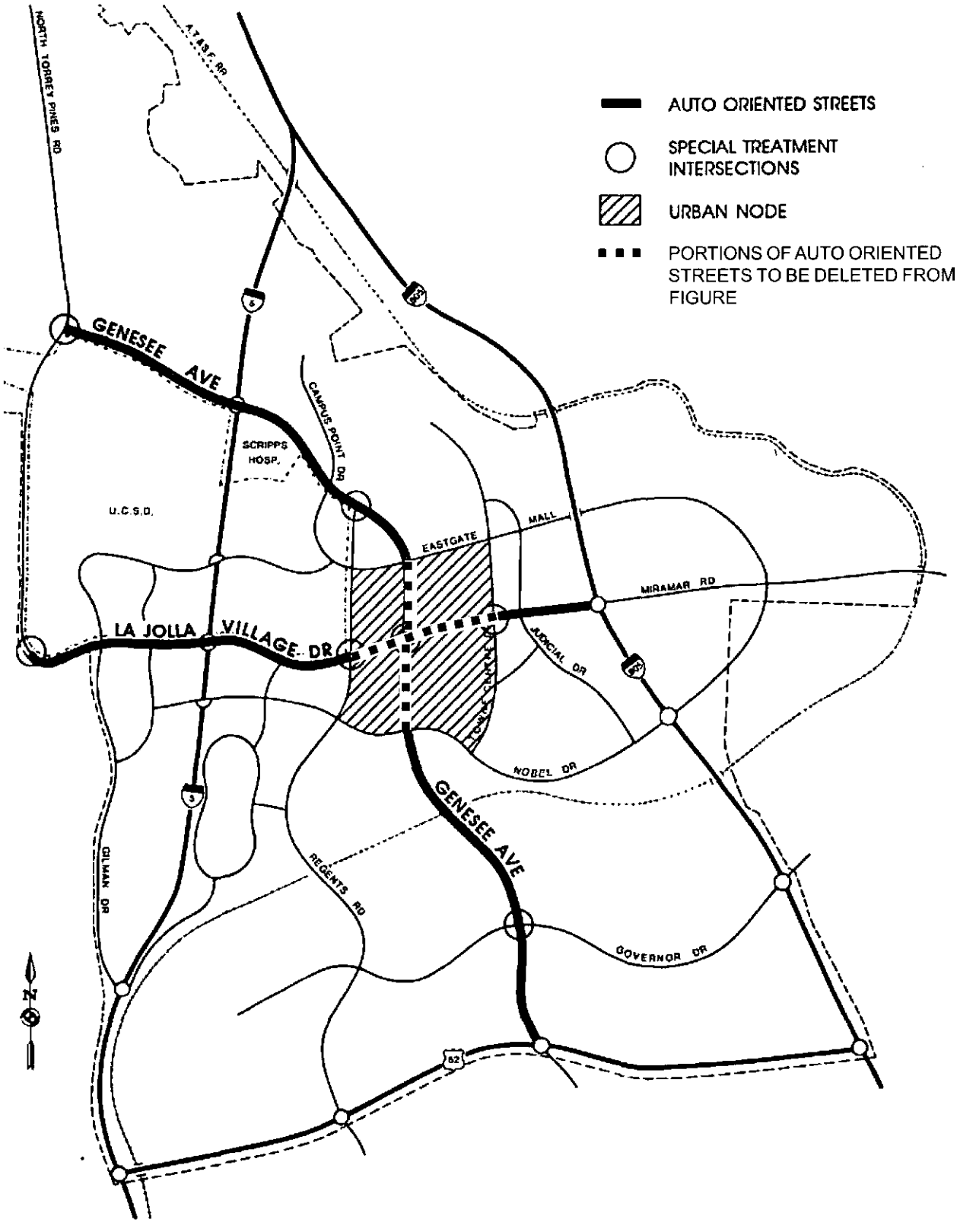
Community Plan Amendment to Housing/Residential Element

UTC REVITALIZATION PROJECT

Figure 5.1-5



Community Unifying Roads **9** FIGURE

University Community Plan

Source: City of San Diego University Community Plan

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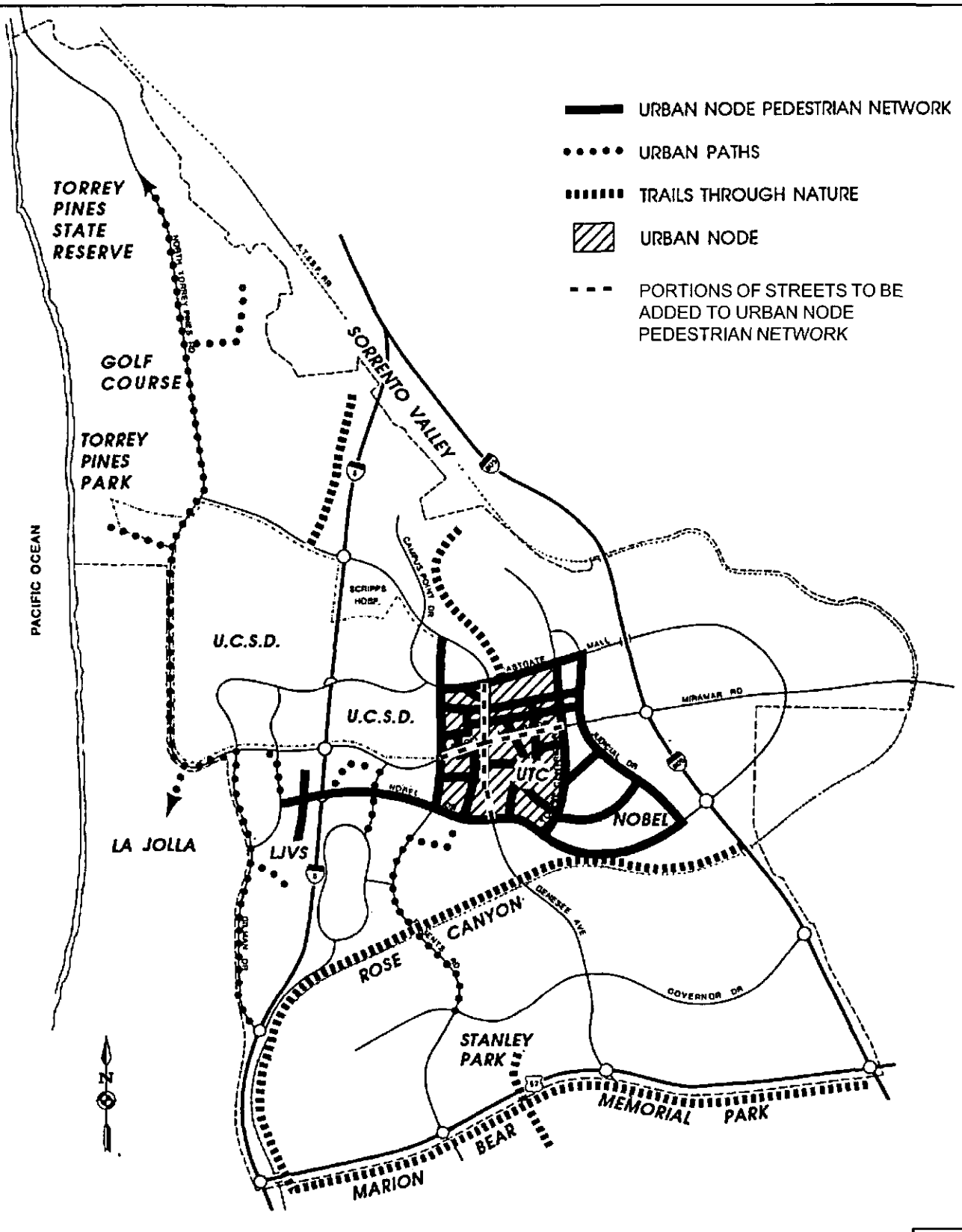
Community Plan Amendment to Urban Design Element - A

UTC REVITALIZATION PROJECT

Figure 5.1-6



Primary Pedestrian Network (to be supplemented by internal paths within UCSD and superblocks)

University Community Plan **10** FIGURE

Source: City of San Diego University Community Plan

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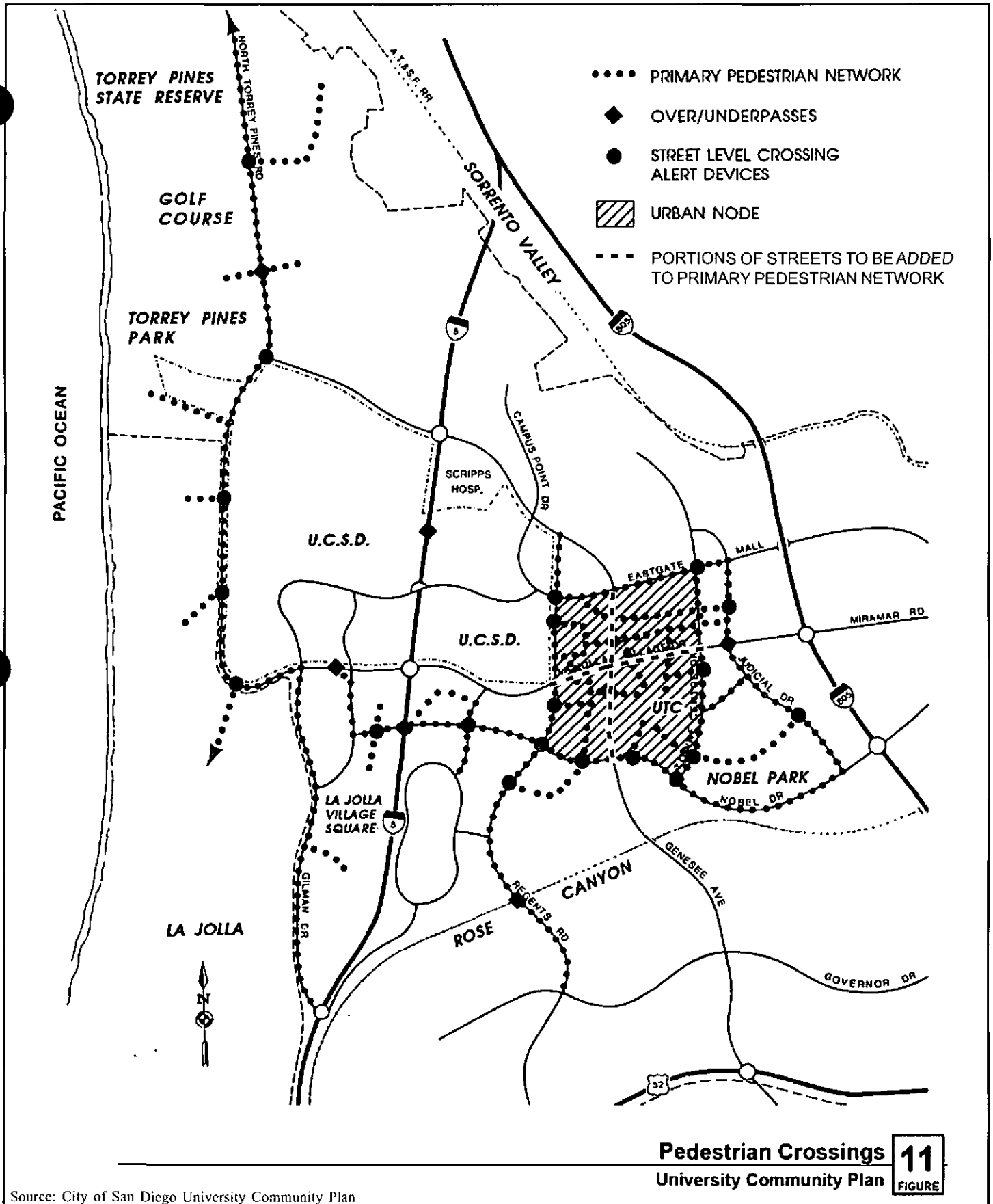
Community Plan Amendment to Urban Design Element - B

UTC REVITALIZATION PROJECT

Figure 5.1-7



Pedestrian Crossings **11** FIGURE

University Community Plan

Source: City of San Diego University Community Plan

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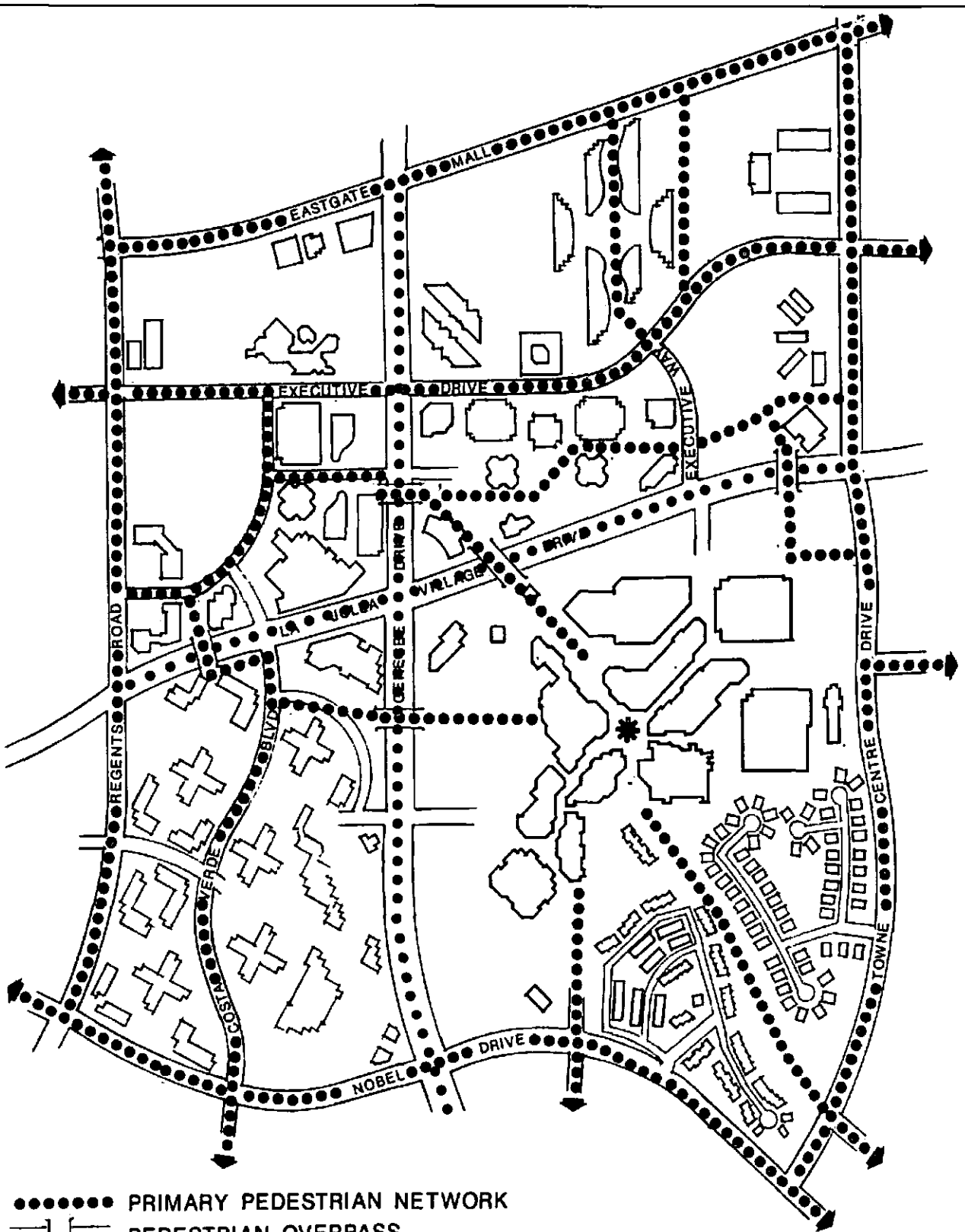
Community Plan Amendment to Urban Design Element - C

UTC REVITALIZATION PROJECT

Figure 5.1-8



Urban Node

University Community Plan

FIGURE 12

Source: City of San Diego University Community Plan

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Community Plan Amendment to Urban Design Element - D

UTC REVITALIZATION PROJECT

Figure 5.1-9

policy. Although the amount of parking along street frontage would be greater than 30 percent, surface parking is currently located around the entire site and the proposed project would result in an improvement of existing conditions. The project would include construction of several retail uses adjacent to the streets, which would replace some of the existing surface parking and would divide the remaining parking areas into smaller units. In addition, to maintain street vitality and make the streetscapes more attractive to pedestrians, sidewalks and parking areas would be separated by landscaping including tall-growing and flowering trees. Parking structures also would be screened by trellised vines and would include architectural treatments to enhance the pedestrian experience. This inconsistency with the Community Plan policy would not result in a significant land use impact because the proposed project would improve existing conditions, parking areas would be screened from pedestrians and street vitality would not be impacted.

The proposed Master PDP would allow for recreational and community amenities/facilities to be constructed within the Torrey Trail district, as described in Section 3.0, *Project Description*. Although that portion of the property is designated open space in the Community Plan, it is currently a developed open space feature containing landscape and pedestrian walkway that is zoned for commercial and residential use. Conversion of this informal open space for neighborhood-oriented recreation use would be compatible with its open space designation in the Community Plan and provide park amenities and facilities. The open space is adjacent to residential development on three sides and has an existing connection to the shopping center, which would be enhanced. The applicant would seek community input on the specific types of recreation constructed in the Torrey Trail district. No land use impacts would, therefore, arise from the development of recreation uses within this designated open space.

Land Development Code

The applicant proposes a zone change from CC-1-3 (community-serving commercial) to CR-1-1 (regional-serving commercial) to more accurately reflect the regional nature of the UTC shopping center, rather than exclusively a neighborhood/community-based commercial use. The proposed uses would be permissible in both the CC-1-3 or CR-1-1 zones. The zone change would have no impact upon the use of the project site.

The tallest retail buildings and architectural appurtenances (such as towers and identity signs) would be a maximum of 100 feet. Residential/hotel structures would be no more than 390 feet in height, as outlined in the UTC Residential and Hotel Design Guidelines. Because these buildings and architectural features would be taller than the 60-foot limit established in the CR-1-1 zone, a deviation from the height limit of the zone is requested by the project applicant. All structures would be set back at least 10 feet from the site boundary. The structures closest to the existing single-family residential uses to the south of the project site would be set back a minimum of 15 feet and up to 30 feet from the property line, and would be stepped back in accordance with the Master PDP Design

Guidelines and the development regulations in the CR-1-1 zone. Thus, the project would comply with all applicable setback and density requirements of the base zone but would require a deviation from the height regulations, as described above.

In accordance with the base zone's requirements for the provision of pedestrian pathways, the proposed project includes a Pedestrian Circulation Routes and Features map (see Figure 3-~~43~~), which identifies the pedestrian circulation system around and through the project site. The features include sidewalks around the perimeter of the center that would extend from existing pedestrian bridges crossing over La Jolla Village Drive and Genesee Avenue into the heart of the center and a system of wide pedestrian walkways throughout the core of the center, along with pedestrian respites, pedestrian wayfinding facilities and service zones. Pedestrian access via cross walks would be provided into the center from every adjoining public street. New crosswalks would be provided at Towne Centre Drive and Nobel Drive center entrances in conjunction with new stoplights required at those locations.

Under the proposed project, substantial amounts of surface and garage parking facilities would remain located along the street frontage. Although the amount of parking along the street frontage would exceed the requirements of the CR-1-1 zone (i.e., 50 percent) and a deviation is proposed, the proposed project must be compared to the existing condition, in which surface parking is located around the entire perimeter of the center. The proposed project would bring department stores and other retail uses closer to the street right-of-way. These buildings would replace some of the existing surface parking and divide the remaining surface parking into smaller units. A portion of the parking would be tucked beneath the retail proposed near the corner of La Jolla Village Drive and Genesee Avenue in the Palm Passage ~~District~~ and University Central districts. Parking structures would be screened by tall and large flowering trees and trellised vines and would feature architectural treatments to enhance the pedestrian experience. The proposed project would, therefore, substantially improve the building/parking orientation to the adjacent roadways. Compliance of all project structures with the specific requirements regarding provision of offsetting planes for building articulation in the Master PDP and other architectural and landscaping treatments would be ensured as part of the building permit process.

As noted previously, the project currently operates under Planned Commercial Development permit 83-0117. The Planned Commercial Development permit would be superceded by the Master PDP, which specifies 10 different criteria for inclusion in project design to ensure innovative planning and achievement of the purpose and intent of the *University Community Plan* and General Plan. The proposed project would be consistent with the Master PDP criteria.

Section 6.3.2 of this report discusses the fact that ESL exists on site in the Torrey Trail district. The ESL onsite totals 1.92 acres and is defined by small strips of naturally occurring steep slopes (i.e., 25 percent gradient for a height of 50 feet) and sensitive biological resources (specifically, Tier II and III habitat) that occur between developed land in the southern-most reaches of the district and

surrounding residential development. No retail or residential development is proposed by the Master PDP in the vicinity of the ESL nor would any development encroach into ESL; park improvements are proposed in the vicinity of the on-site ESL to satisfy the population-based park requirements (see Section 6.3.10 and Figure 6-1). As discussed in Section 6.3.2, under Biological Resources and detailed in EIR Appendix N, the proposed project would not cause direct or indirect impacts to ESL and the project applicant would grant a covenant easement across the portion of the premises containing ESL restricting encroachment. The proposed project would conform to the MSCP Subarea Plan and would not conflict with the ESL regulations. As such, supplemental findings for ESL can be made.

The project site is within the City's Airport Environs Overlay Zone of the San Diego Municipal Code. Refer to Issue 4 below for a discussion of consistency. ~~Based on noise contours contained in the draft ALUCP updated with the base realignment, however, it is not within the 60 dB contour generated by MCAS Miramar (USMC 2005). The project would not, therefore, pose any potential land use incompatibility in terms of noise exposure and so would not need to meet any additional requirements for development approval under this overlay zone.~~

Significance of Impacts

Although land use policy inconsistencies would occur, no significant conflicts between the proposed *project and the applicable planning documents have been identified because the project would* implement many of the urban design policy objectives identified in the Community Plan and would feature design measures in the Master PDP that would aim to avoid potentially significant land use impacts. Subject to approval of a request for a CPA, then impacts relating to land use policies would not be significant.

Mitigation Measures, Monitoring and Reporting Program

No mitigation is required because no significant impacts have been identified.

Issue 4: Would the proposal result in land uses which are not compatible with the aircraft accident potential or land uses as defined in the Airport Land Use Compatibility Plan for Marine Corps Air Station (MCAS) Miramar?

The proposed project and all the various Master PDP land use scenarios are collectively discussed herein, with no one land use scenario having the potential to cause significantly greater land use impacts than the others. Therefore, no worst-case scenario is identified. It should be noted that the project applicant has decided to not pursue hotel or office uses' although the analysis remains herein for information purposes.

The UTC Revitalization Project would be compatible with the land use restrictions identified within the 2004 ALUCP for MCAS Miramar, relative to public safety and noise issues. According to the noise contours in the ALUCP, the 60 dB contour occurs ~~east of~~ on the project site. Using the Airport Noise/Land Use Compatibility Matrix in the MCAS Miramar ALUCP, the proposed retail and residential uses are compatible land uses with the exterior noise thresholds shown in the matrix. Typically, with the windows open, and using standard California construction materials and methods, building shells provide approximately 15 dB of noise reduction. Interior noise levels would, therefore, also be anticipated to be acceptable for the proposed retail and office use~~s~~. Because Title 24 of the California Code of Regulations requires an interior noise level of 45 dB for residential and hotel uses, the City would require an interior noise analysis at building permit phase to verify that proposed residential construction in Towne Center Gardens district would achieve the state standards. Residential and hotel construction in other parts of the site would not have the same requirements because they would be located outside the 60 dB noise contour for MCAS Miramar. If the final ACLUP adopts the noise contours from the AICUZ study, the entire site would be located outside the 60 dB noise contour and the residential construction would comply with the Title 24 interior noise requirements using standard construction methods. An analysis of the Single Event Noise Levels from MCAS Miramar flight operations was conducted during preparation of the Final EIR. The analysis determined there would be no significant impacts to future residents (see EIR Appendix L).

The project site is located entirely outside of the accident potential zones identified for the air station. The slope map provided with the ALUCP indicates that buildings exceeding approximately 700 feet amsl in the project vicinity would represent a potential impact (Leppert Engineering 2005). Given that elevations on the site are approximately 335 to 385 feet amsl and the tallest proposed commercial structures would be 100 feet tall, the project would not penetrate the 100:1 slope. The height of the residential/hotel structures would be up to approximately 390 feet tall. The top of residential/hotel structures would not exceed 700 feet amsl and would not penetrate the 100:1 slope. The project, therefore, would not present a significant land use conflict with regard to aircraft operations at MCAS Miramar. The proposed project would not generate other obstructions, emit or reflect light at levels that could interfere with air crew vision; produce emissions that would interfere with aircraft communication systems, navigation systems or other electrical systems; or attract birds. An application has been submitted to the FAA to obtain an aeronautical study, pursuant to Part 77, that demonstrates the proposed project would not obstruct the airspace for MCAS Miramar; the application is pending approval by the FAA.

Significance of Impacts

The proposed project would comply with all applicable MCAS Miramar ALUCP restrictions regarding both noise and safety.

Mitigation Measures, Monitoring and Reporting Program

No significant impacts have been identified; therefore, no mitigation measures are recommended.

Table 5.1-1
PROJECT CONSISTENCY WITH APPLICABLE PLANNING POLICIES

Progress Guide and General Plan		
HOUSING ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Availability of adequate sites for the development of a variety of types of housing for all income levels	• Where appropriate, the City shall expand housing opportunities by permitting a residential mix with job-producing land uses, and shall encourage a greater mix of uses in new development projects	• **Consistent.** The proposed project would provide up to 725 residential units (including required affordable housing) together with retail and entertainment uses, which would generate jobs.
	• The City shall seek to ensure that all housing is developed in areas with adequate access to employment opportunities, community facilities and public services	• **Consistent.** The proposed project would provide housing with access to employment opportunities and a transit station, which would allow residents to access community facilities and public services throughout the metropolitan area.
	• Housing development sites shall be prohibited in areas lying within severe noise contours unless appropriate noise insulation is provided	• **Consistent.** The site is outside of the 60 dB CNEL contour for MCAS Miramar and the usable open spaces for residential structures would be set back from traffic noise.
Goal: Reduction and/or minimization of the overall level of energy consumption in both existing housing and new construction	• The City shall support state energy efficiency requirements in new housing	• **Consistent.** The project would comply with applicable energy efficiency requirements.
	• The City shall emphasize the use of native and other drought-tolerant plant materials for landscaping purposes	• **Consistent.** The project has been accepted as a LEED-ND pilot project by the U.S. Green Building Council. As part of the project's green program, the design guidelines include some use of native and other drought tolerant plant species. Water consumption could be further minimized through the use of water-efficient fixtures, as required by Chapter 14, Article 7, Divisions 3 and 4 of the SDMC.

Table 5.1-1 (cont.)

Progress Guide and General Plan

TRANSPORTATION ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: A coordinated, multimodal transportation system capable of meeting increasing needs for personal mobility and goods movement at acceptable levels of service	• Minimize heavy traffic congestion (level of service E or below)	• **Consistent.** In the near-term, the proposed project would reduce LOS to below D at one street segment along La Jolla Village Drive (Lebon Drive to I-5) and at one intersection (Lombard Place at Nobel Drive). By the horizon year, the proposed project would reduce LOS to below D along La Jolla Village Drive (Executive Way to Towne Centre Drive) and at no intersections. In all other cases, if any degradation in LOS below D occurs, the impact would not solely be caused by project traffic, but rather by cumulative traffic in the community. See Section 5.3, *Transportation/Circulation*, for additional discussion on project impacts and proposed mitigation.
	• Concentrate bicycle and pedestrian facilities in areas containing the largest number of prospective users	• **Consistent.** The project would enhance and expand bicycle and pedestrian facilities in a heavily-utilized area.
	• Coordinate bicycle and pedestrian facilities with other modes of transportation. Emphasize safe and convenient access, facilities for secure bicycle storage, and, where possible, bicycle carry-on service	• **Consistent.** The project would construct a new bus transit center to create an inter-modal transportation system, including linkages with the future light-rail transit center and bicycle racks for secure storage.

Table 5.1-1 (cont.)

Progress Guide and General Plan		
TRANSPORTATION ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: A convenient, regionally coordinated transit system that is recognized as an essential public service because of its pervasive social, economic and environmental benefits	• Continue working with transit operators to determine the type and level of transit services to be provided within San Diego, and to coordinate such services with the transit system	• **Consistent.** The proposed project would implement public transportation improvements and reserve right-of-way for improvements envisioned in SANDAG's Transit First program.
	• Coordinate the location of major development projects with both current and planned transit facilities and services	• **Consistent.** The Palm Passage district would be constructed to accommodate a bus transit center for a variety of bus and shuttle services. The center would have pedestrian connections with the Mid-Coast light rail transit (LRT) station proposed along Genesee Avenue.
Goal: Availability of parking facilities sufficient to minimize, if not eliminate, any measurable contribution to traffic congestion	• Establish public and encourage private off-street parking facilities to serve intensively utilized areas	• **Consistent.** The proposed project would provide off-street, private parking in structures and surface lots as discussed in Section 5.3, *Transportation/Circulation*.
Goal: Reduction of transportation noise to a level that is tolerable and no longer constitutes a threat to the public health and general welfare	• Consider both current and projected noise levels in determining land use compatibility	• **Consistent.** The project would be located outside of the 60 dB CNEL existing and projected noise contours for MCAS Miramar (see Issue 4 discussion) and usable open space for residential uses would be set back from traffic noise.
	• Ensure that project development plans are consistent with adopted land use-noise level compatibility standards	• **Consistent.** The project would be consistent with adopted land use-noise level compatibility standards in the Progress Guide and ALUCP.

Table 5.1-1 (cont.)

Progress Guide and General Plan		
COMMERCIAL ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: To develop an integrated system of commercial facilities that efficiently meets the needs of San Diego residents and visitors as well as assuring that each new development does not impede the economic vitality of other existing commercial areas	• Encourage the renewal of older commercial centers and areas, recognizing that flexibility may be needed in the enforcement of existing regulations	• **Consistent.** The project involves the renewal and revitalization of an older regional commercial center.
	• Encourage when feasible the simultaneous development of residential and commercial uses	• **Consistent.** Commercial and residential development exists in the project area and both uses would be expanded under the proposed project.
	• Suggest drought tolerant landscaping in all new commercial developments	• **Consistent.** As discussed below under the *Strategic Framework Element* discussion, some drought tolerant landscaping would be integrated into the center; however greater water savings would be achieved through center redevelopment and connections to the City's reclaimed water system for irrigation use.

Table 5.1-1 (cont.)

Progress Guide and General Plan		
PUBLIC FACILITIES ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Continuously monitor the growth pattern of the City of San Diego in order to ensure that water is and will be available on an equitable basis.	• Support and initiate programs of water conservation and reclamation, including requiring all new construction and remodeling after a certain date to have water saving devices installed; reevaluating landscaping requirements with emphasis on plants and trees that are drought resistant; maintaining a forceful program of water reclamation planning; working toward an acceptable regional approach to water management.	• **Consistent.** Project demands on potable water supply would not be excessive. The proposed project would be required to comply with the SDMC requirements, is proposed as a LEED-ND pilot project and would connect to the recycled water system for irrigation, which would reduce the existing and expanded center's projected demand on water supply. See Section 5.8, *Water Conservation*.
OPEN SPACE ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Establish an open space system that provides for the preservation of natural resources, the managed production of resources, the provision of outdoor recreation, the protection of public health and safety, and the utilization of the varied terrain and natural drainage systems of the San Diego community to guide the form of urban development.	• Impact fees and/or open space dedications should be required where appropriate to provide open space in new developments.	• **Consistent.** The proposed project is the redevelopment of an existing center, which has a 7-acre developed open space system on site and an extensive network of walkways. No natural resources or drainage systems occur on site or would be impacted by site renovation. Outdoor recreation facilities would be added to the open space as described in Section 3.0, *Project Description*.

Table 5.1-1 (cont.)

Progress Guide and General Plan

CONSERVATION ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Wise management and utilization of the City's remaining land resources	• Within the limits of other restraints, both other urbanized areas and those areas where urbanization has already begun should be filled in or built out before the City's remaining stock of large vacant and agricultural lands are developed	• **Consistent.** The proposed project would increase the density on a previously developed site, and would not affect vacant or agricultural lands.
	• Grading should be kept to a minimum	• **Consistent.** The project would not alter any existing natural topography.
	• Runoff, sedimentation and erosion both during and after construction should be carefully studied and controlled	• **Consistent.** Measures to minimize the potential for sedimentation, erosion and polluted runoff would be implemented both during and after project construction. Refer to Section 5.5, *Hydrology/Water Quality*, for a discussion of the specific measures for protecting water quality.
Goal: Achievement and maintenance of a high level of water quality in all water bodies under City jurisdiction	• Water quality objectives and criteria of the Regional Water Quality Control Board and State Water Resources Control Board should be achieved and maintained	• **Consistent.** As noted above, the project would be required to comply with all applicable NPDES permit requirements. In particular, the Municipal Storm Water Permit is specifically designed to achieve the water quality objectives and beneficial uses designated in the Basin Plan.

Table 5.1-1 (cont.)

Progress Guide and General Plan		
CONSERVATION ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Achievement and maintenance of a high level of water quality in all water bodies under City jurisdiction (cont.)	• Implement watershed management practices designed to increase quantity and quality of runoff and collection	• **Consistent.** As noted above, the project would be required to comply with all applicable NPDES permit requirements. In particular, the Municipal Storm Water Permit is specifically designed to achieve the water quality objectives and beneficial uses designated in the Basin Plan.
Goal: To protect and enhance the quality of San Diego's air resources so as to promote the public health and welfare and the productive capacity of its population and natural environment	• Provide attractive less-polluting alternatives to the use of private autos	• **Consistent.** The project would construct a new transit center on site, provide connection with a future LRT station, improve pedestrian circulation and provide additional bicycle racks.
	• Promote the development of relatively self-contained neighborhoods and communities that provide an appropriate balance of necessary land uses, facilities and services	• **Consistent.** The project could include a mix of retail, entertainment, office, hotel, residential and recreation uses, which would encourage internal trips and minimize impacts on air quality.
	• Encourage fill-in and vertical growth of the City, rather than a pattern of horizontal development	• **Consistent.** The proposed project would increase the development density through vertical growth. No horizontal growth on undeveloped land is proposed.

Table 5.1-1 (cont.)

Progress Guide and General Plan

ENERGY CONSERVATION ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Assure adequate energy supply for the City of San Diego through a comprehensive program of energy conservation, energy-efficient production and use of all energy forms, utilization of alternative energy sources, and energy-efficient design of the community.	**Accomplished by:**	
	• In reviewing development proposals, evaluate probable travel requirements and mass transit use from the proposed project.	• **Consistent.** The travel requirements/impacts and mass transit availability/usage relating to the proposed project have been considered as part of this EIR (refer to Section 5.3, *Transportation/Circulation*, for further discussion of transportation impacts associated with the project).
	• Evaluate energy use and energy impacts in the environmental review process.	• **Consistent.** Anticipated energy usage and impacts have been evaluated as part of this EIR. Impacts would not be significant, as discussed in Section 6.3, *Effects Found Not To Be Significant*. Energy conservation measures would be integrated into the expanded center as part of the LEED-ND certification process.
	• Use housing distribution in relation to other land uses as a tool to minimize energy consumption.	• **Consistent.** The proposed project would include residential, office and/or hotel uses in the vicinity of an expanded transit center, to minimize local trips and encourage transit use.
	• Maintain and promote water conservation and water recycling programs as a means of conserving energy. Encourage local water jurisdictions to use state-mandated powers to enforce conservation measures that eliminate or penalize wasteful use by customers.	• **Consistent.** Project demands on potable water supply would not be excessive. The proposed project would be required to comply with the SDMC requirements, is proposed as a LEED-ND pilot project and would connect to the recycled water system for irrigation, which would reduce the existing and expanded center's projected demand on water supply. See Section 5.8, *Water Conservation*.

Table 5.1-1 (cont.)

Progress Guide and General Plan		
SEISMIC SAFETY ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal:	**Accomplished by:**	
• Guidance of future development which may be inappropriate land use based on identified seismic risk.	• Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be processed in the EIRs which are a part of every plan.	• **Consistent.** As part of the analysis contained in the EIR, geology and seismic hazards were assessed; however, those impacts were not found to be significant, as discussed in Section 6.3, *Effects Found Not To Be Significant*. No unique geologic hazards exist on site.
• Abatement of existing structural hazards which could threaten life and property in case of seismic event.	• Continue to require submission to geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever geologic problems are suspected.	• **Consistent.** A geologic site assessment was prepared and submitted to the City as part of the application process.
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity	• *Avoid radical* and intrusive changes to existing residential character	• **Consistent.** Renovation of the existing shopping center would not alter existing residential neighborhoods. Development of a multi-family residential structure in the Towne Centre Gardens district and multi-family, hotel or office structures in the Nobel Heights district could have neighborhood character effects on the residences to the south due to intensification of the site (as discussed in Section 5.2, *Aesthetics/Visual Character,* of this report), but those effects would be addressed through implementation of design guidelines to minimize effects on personal safety, comfort or pride in the area. No other districts would produce land use changes that would have intrusive effects on residential character.

Table 5.1-1 (cont.)		
Progress Guide and General Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity (cont.)	• Improve the pedestrian environment in the commercial strip	• **Consistent.** The project would integrate sidewalks, walkways and connections to existing elevated bridges, and would bring restaurant and retail uses closer to the street.
	• Remove and obscure distracting and cluttering elements	• **Consistent.** No distracting or cluttering elements exist on site. All rooftop equipment/service areas/trash enclosures would be in parking structures or screened as required by the SDMC.
	• Use appropriate plant materials and give careful consideration to environmental factors in the design of landscaping and open space to contribute to the environmental quality of the community	• **Consistent.** New landscaping would be installed as development proceeds under the Master PDP. The design guidelines place particular attention on the outward appearance of the revitalized center from the community and the Master Street Tree Plan is a component of the guidelines.
	• "Densification" should be balanced with city and regional needs	• **Consistent.** The project would satisfy the City's need for housing and jobs in central San Diego.

Table 5.1-1 (cont.)

Progress Guide and General Plan

URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Improvement of the neighborhood environment to increase personal safety, comfort, pride and opportunity (cont.)	• The rate and character of densification should not destroy existing community character	• **Consistent.** The project generally would be consistent with the existing community character of the Central Subarea and the urban node.
	• Promote mixed use as a key to an active, lively urban environment	• **Consistent.** The project would involve a mix of urban residential commercial, hotel and/or office uses, including the expansion of entertainment and restaurant opportunities on site which would promote a lively urban environment in the community's urban node.
Goal: Review and revise regulations dealing with height, bulk, and density to reflect quality development rather than quantity	• Promote development that is sensitive to the particular needs of individual areas	• **Consistent.** The project would provide a mixture of uses and would increase the quality of retail opportunities and provide enhanced transit and pedestrian access.
	• *Promote efforts to achieve high quality design for buildings* to be located at prominent locations	• **Consistent.** *The project would involve high quality design* and building materials, particularly along the outer edges of development along La Jolla Village Drive and Genesee Avenue.
	• Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development	• **Consistent.** Project structures would be consistent with the urban character of existing development in the community.

Table 5.1-1 (cont.)

Progress Guide and General Plan

URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Review and revise regulations dealing with height, bulk, and density to reflect quality development rather than quantity (cont.)	• Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction	• **Inconsistent.** The proposed building bulk and scale of the retail development would be consistent with the prevailing scale of development in the area. The proposed residential, hotel and/or office towers in the University Central, Towne Centre Gardens, Nobel Heights and La Jolla Terrace districts would exceed the bulk and scale patterns established in the community as discussed in Section 5.2, *Aesthetics/Visual Quality*. Project design elements would address the issue via an angled building envelope plane, façade articulation, landscaping and light direction and shielding; however impacts would be significant and unmitigable.
Goal: Improve the visual quality as well as the physical efficiency of the existing and future circulation system	• The detailed location and form of transit lines and stations must respect the local fabric	• **Consistent.** The proposed transit center and right-of-way reservation would be an integral part of the development and consistent with plans by SANDAG.
	• Transit stops and stations can be important community foci. Stations should be located where they can reinforce existing centers and where higher densities are possible. Bus, pedestrian and bicycle access to the stations should have equal consideration	• **Consistent.** The proposed transit center would be located in an area with good visibility, and could be accessed by the future LRT, future loop shuttle, bicycle traffic or walking.
	• Design walkways and parking facilities to minimize danger to pedestrians	• **Consistent.** The project integrates a number of existing and proposed pedestrian linkages for safe pedestrian circulation. Safety would be enhanced by lighting and the presence of people during an extended portion of the day due to the mix of retail uses.

Table 5.1-1 (cont.)

Progress Guide and General Plan		
STRATEGIC FRAMEWORK ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Create diverse village centers	• Focus more intense commercial and residential development in new or redeveloped mixed-use village centers in a manner that is pedestrian-oriented and preserves the vast majority of single-family neighborhoods	• **Consistent.** The proposed project entails the redevelopment of an existing shopping center, which would feature an intensification of commercial uses and the development of high-density residential, hotel and/or office space in a mixed-use village center. The design includes integrated pedestrian pathways throughout the center and an enhanced pedestrian experience through articulated building façades, landscaping and lighting. No single-family neighborhoods would be displaced.
	• Design village centers, public facilities, and other new developments to be integrated into *existing* neighborhoods through more pedestrian-friendly site grading, building orientation and design, and the provision of multiple public access points, while respecting the existing community character	• **Consistent.** The project would remove the existing landscaped slope near the intersection of La Jolla Village Drive and Genesee Avenue and replace it with retail, residential and/or hotel or office towers above a pedestrian-scale base in the University Central district. Buildings would be designed in a style that would complement the architectural styles of the community and would be highly articulated. Multiple public access points would be provided to the center from roads surrounding the site.
	• Provide the focus for neighborhood identity by designing village centers as focal points for public gatherings through public spaces (e.g., plazas, public art spaces, streetscape, transit centers, urban trail heads, parks and pocket parks) and publicly-oriented buildings (civic buildings and monuments, public facilities and services, social services, retail centers)	• **Consistent.** The project would include public spaces in a series of promenades and courtyards throughout the center, and would expand and relocate the existing transit center. Buildings would be brought closer to the adjacent streets. The University Central district would feature development that would be specifically designed to invite the public into the center.

Table 5.1-1 (cont.)

Progress Guide and General Plan

STRATEGIC FRAMEWORK ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Promote safety and security	• Reduce the incidence and fear of crime through implementation of Crime Prevention Through Environmental Design concepts and measures in the built environment, including use of open structures, walkways, streets and other spaces to enhance visibility and increase the detection of intruders; use of exterior lighting; and windows and doors facing the street	• **Consistent.** The project would include a series of well-lit pathways that are surrounded by active uses oriented towards them. The mix of retail and entertainment space would extend the hours during which large numbers of people would be at the center, thereby increasing safety and security. The parking structures would be well lit and security staff would patrol them on a regular basis. Lighting would also be installed in the Torrey Trail open space to improve safety and expand its recreational use.
Goal: Increase pedestrian, bicycle and transit opportunities	• Transit, sidewalks, pathways and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability	• **Consistent.** The project would include paths that are an appropriate width and grade to accommodate all users.
	• Promote streetscape, bicycle facilities, urban trails, paths and pedestrian connection projects, and retrofits to develop or increase the pedestrian- and bicycle-orientation of each neighborhood and the City as a whole	• **Consistent.** The project would improve the relationship of UTC to the street, adding landscaping and a plaza, which, in addition to the pathways through the center and pedestrian bridges, would enhance pedestrian use. Bicycle racks would be conveniently located near the transit center and in other locations in the center.
	• Design and locate neighborhood and community commercial uses to be accessible and convenient by foot, bicycle and transit, as well as by car	• **Consistent.** The project would increase accessibility by enhancing the pedestrian access, providing the above-noted bicycle racks, relocating and expanding the existing bus transit center, and reserving rights-of-way for the future extension of a LRT line in the area.
	• Promote an active streetscape to create a more attractive and safe pedestrian environment	• **Consistent.** The project would create a more active streetscape by increasing the orientation of structures to the street, creating a new public plaza and replacing surface parking areas with articulated buildings, landscape, hardscape and architectural features.

Table 5.1-1 (cont.)

Progress Guide and General Plan		
STRATEGIC FRAMEWORK ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Protect resources and prevent pollution	• Conserve renewable and nonrenewable resources, such as natural materials, energy and water through greater efficiency of use, reuse, use of recycled water, and recycling to reduce the City and the region's reliance upon expansion of supply and importation	• **Consistent.** Project landscaping would consist of some drought-tolerant plant materials. However, greater water savings would be realized when the project would remove large landscaped areas around the perimeter of the center that contain water consumptive turf and replace them with hardscape improvements, such as the plaza, and container plantings. As described in Section 5.8, *Water Conservation*, existing water demand, including irrigation, is approximately 109,000 gallons per day (gpd). The maximum anticipated water demand after development of the proposed project would be approximately 281,250 gpd or up to an additional 226,250 gpd (under the Maximum Residential land use scenario). Water use reductions would be realized when the site is connected to the City's reclaimed water system for irrigation (a major source of potable water demand on site). Redevelopment of 566,000 sf of the existing center would also improve efficiencies through the use of low-flow and more energy efficient fixtures and other code requirements per the LEED-ND certification the applicant is pursuing.

Table 5.1-1 (cont.)

Progress Guide and General Plan		
STRATEGIC FRAMEWORK ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Encourage efficient land development	• Work toward the citywide development of sustainable, or "green" buildings that use renewable energy and conserve energy through design, location, construction and operation, while increasing the comfort, health and safety of the people who live and work in them	• **Consistent.** The project would be constructed in accordance with the City's Community Energy Partnership policy (City Council Policy 900-16).
	• Conserve and restore natural and imported resources, such as energy, land, wildlife, biodiversity, open space, soils, geographical features, air quality, and water quality and supply through efficient land use patterns	• **Consistent.** The project would promote efficient land patterns by increasing development on an already developed site that is accessible by foot, bicycle or transit.
	• Increase landscaping and emphasize the use of deciduous trees and native plants to conserve energy, water and reduce urban runoff	• **Consistent.** The Master PDP contains a list of landscape species and trees that would replace inefficient, water consumptive turf with flowering trees, trellised vines and some drought-tolerant plants and container plantings around the site perimeter and throughout the renovated center.
Goal: Link land use and transportation	• Integrate land use and transportation planning as part of a long-term strategy to improve mobility	• **Consistent.** The project would intensify development in an area with excellent transit accessibility.
	• Require transit-oriented development and urban design in village centers	• **Consistent.** The project would integrate the transit center into the design of the renovated shopping center. The complex would be designed with a variety of retail uses to increase the efficiency of a stop at that location.

Table 5.1-1 (cont.)

Progress Guide and General Plan		
STRATEGIC FRAMEWORK ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Link land use and transportation (cont.)	• Support and advance a regional network based on a multi-modal public transit system	• **Consistent.** The project would enhance pedestrian, bicycle and transit opportunities on the site through provision of a pedestrian circulation network, additional bicycle racks, relocated and expanded transit center, and right-of-way for future extension of a LRT line and station.
	• Design and locate mixed-use centers, civic uses, and neighborhood and community commercial uses to be accessible by foot, bicycle and transit, in addition to the car	• **Consistent**. The proposed project features a mix of retail and civic space, pedestrian pathways, an expanded transit center, the potential for LRT and an ample supply of parking.
	• Promote design accessibility for children, the elderly and people with disabilities	• **Consistent.** Project pathways would be designed at an appropriate width and grade to ensure accessibility.
Goal: Manage parking resources	• Provide community parking facilities that serve multiple users	• **Consistent.** The project's parking facilities would be shared among mall employees and customers at the proposed retail, restaurant and entertainment venues.

Table 5.1-1 (cont.)		
Progress Guide and General Plan		
STRATEGIC FRAMEWORK ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Put transit first	• Support Transit First as a system that makes transit a viable mode of travel for many of the trips in the region and the first choice for many of these trips	• **Consistent.** The initial phase of the project would focus on implementation of various public transportation improvements currently envisioned in SANDAG's Transit First program.
	• Ensure that the design and location of transit stations and centers respect neighborhood character and enhance the users' personal experience of each neighborhood	• **Consistent.** The transit center would be located such that it is easily accessed to/from the shopping center, La Jolla Village Drive and Genesee Avenue, and would be designed as an integral part of the redeveloped center.
Goal: Ensure a variety of housing types and range of affordability options	• Provide a sufficient range of housing opportunities by facilitating the maintenance and development of an overall diversity of housing types and costs	• **Consistent.** The project would enhance housing choice by providing multi-family residential development (including required affordable housing) on the site.
	• Concentrate future residential density increases in the Regional Center area, Subregional Districts and Urban and Neighborhood Village Centers	• **Consistent.** The UTC site and the higher density development surrounding it are identified as an existing Urban Village Center in the Strategic Framework Element. The provision of residential development on the site would enhance density in a Village Center.
OVERALL COMMUNITY GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Foster a sense of community identity by use of attractive entry monuments in private developments.		• **Consistent.** The University Central district, as discussed in Section 3.0, *Project Description*, would create an attractive entry monument into the project at the intersection of La Jolla Village Drive and Genesee Avenue and would include such elements as sculptures, water features and unique landscaping.

Table 5.1-1 (cont.)

University Community Plan		
OVERALL COMMUNITY GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Create a physical, social and economic environment complementary to the University of California at San Diego and its environs and the entire San Diego metropolitan area.		• **Consistent.** The proposed Master PDP would allow for up to 725 residential units that could provide housing for UCSD students and employees. The project also would provide additional retail and entertainment uses, which would be used by and would generate jobs for UCSD students. In addition, community space would provide meeting rooms that could be utilized by students and faculty members of UCSD.
Goal: Develop the University area as a self-sufficient community offering a balance of housing, employment, business, cultural, educational and recreational opportunities.		• **Consistent.** The proposed Master PDP would allow for up to 725 residential units in addition to a larger range of retail and entertainment space that would generate jobs. The site features include an existing seven-acre open space for recreational use by local residents. Additionally, the project would provide access to an expanded transit station and opportunities for the Super Loop and other transit options, which would allow residents to access other parts of the University City area and facilities throughout the City of San Diego.
Goal: Create an "urban node" with two relatively high density mixed-use core areas located in the University Towne Centre and La Jolla Village Square areas.		• **Consistent.** The proposed project would contribute to the mixed-use, urban feel of UTC and emphasize the urban node concept by bringing retail uses closer to the street and adding a street-level plaza.

Table 5.1-1 (cont.)

University Community Plan

OVERALL COMMUNITY GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Develop an equitable allocation of development intensity among properties, based on the concept of the "urban node."	**Accomplished by:** • Development in University Towne Center (Subarea 43) is limited to 1,061,000 sf of regional commercial use on 75.35 acres	• **Inconsistent.** The project proposes a CPA to increase the allowed retail square footage to 1,811,400 sf and add reference to the residential use in the intensity table (with a footnote regarding possible hotel and/or office uses). With approval of the CPA, the project would achieve consistency with this policy; therefore, impacts to land use would not be significant.
Goal: Provide a workable circulation system which accommodates anticipated traffic without reducing the Level of Service below "D."		• **Inconsistent.** In the near-term, of the street segments and intersections that would operate at LOS D or better without the project, the proposed project would reduce LOS to below D at one street segment along La Jolla Village Drive (Lebon Drive to I-5) and at one intersection (Lombard Place at Nobel Drive). In the horizon year, of the street segments and intersections that would operate at LOS D or better without the project, the proposed project would reduce LOS to below D at one street segment along La Jolla Village Drive (Executive Way to Towne Centre Drive); no intersections would be affected. In all other cases, if any degradation in LOS below D occurs, the impact would not solely be caused by project traffic, but rather by cumulative traffic in the community. See Section 5.3, *Transportation/Circulation*, for additional discussion on project impacts and proposed mitigation.

Table 5.1-1 (cont.)		
University Community Plan		
HOUSING GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Provide a broad range of housing types and costs to accommodate various age groups, household sizes and compositions, tenure patterns (renter/ owner-occupied), and income levels.		• **Consistent.** The proposed Master PDP would allow for the construction of up to 725 multi-family residential units to the community. These units could provide housing opportunities for a variety of household sizes, compositions and income levels. The project would provide affordable housing on site.
Goal: Encourage housing for students and employees of the University and life sciences-research facilities.		• **Consistent.** Up to 725 residential units are proposed on site under the Master PDP, which would contribute to the community's housing stock available to students and employees of UCSD and life sciences-research facilities.
Goal: Locate higher density housing nearest the University, the Towne Centre core and La Jolla Village Square.		• **Consistent.** The proposed project would place higher density housing within the UTC core.

Table 5.1-1 (cont.)

University Community Plan		
HOUSING GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Provide affordable housing for low- and moderate-income households by encouraging the following efforts of the City of San Diego: a. Utilization of selected City-owned properties for housing development; b. Utilization of Federal rental subsidy programs and State Mortgage assistance programs; and c. Stimulation of greater use of modular and other innovative cost-saving building techniques.		• **Consistent.** The proposed Master PDP would allow for up to 725 new multi-family residences in the community. These units could provide housing opportunities for a variety of household sizes, compositions and income levels. A goal of the project applicant is to provide its share of affordable units on site.
Goal: Encourage a mixture of residential, commercial, and professional office uses.		• **Consistent.** The proposed project would provide a mixture of residential and commercial uses in the vicinity of other residential, commercial and professional office uses in the project area.

Table 5.1-1 (cont.)		
University Community Plan		
HOUSING GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Encourage the provision of nonstructured recreation areas such as open grassed playing fields.		• **Consistent.** The project site features an existing seven-acre open space that would be enhanced to allow for both structured and non-structured recreational use by the community. The project site also is located within 1.5 miles of seven parks and two open space areas that can be accessed by future residents.
EMPLOYMENT GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Promote job opportunities within the University community		• **Consistent.** The proposed project would contribute to the community's employment opportunities with new retail, restaurant, entertainment uses, hotel and/or office uses.
COMMERCIAL GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Provide a complete range of goods and services for the residents of the University community.		• **Consistent.** The proposed project involves the expansion of an existing regional commercial center that provides a range of goods and services to the community. The project would offer expanded retail, restaurant and entertainment opportunities.
Goal: Concentrate community activities such as retail, professional, cultural, recreational and entertainment within the Towne Centre and La Jolla Village Square.		• **Consistent.** The proposed project would retain the existing ice rink and Torrey Trail for recreational uses. The proposed project would provide retail and entertainment uses and community meeting facilities within UTC. The project also may include up to 35,000 sf of office space for professional use.

Table 5.1-1 (cont.)		
University Community Plan		
COMMERCIAL GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Strategically locate neighborhood convenience centers throughout the residential areas.		• **Consistent.** The project would include spaces for neighborhood convenience uses near the proposed residential development.
OPEN SPACE AND RECREATION GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Preserve the present amenities of San Clemente, Rose Canyon, and other primary canyons within the community.		• **Consistent.** The project would not impact any amenities of Rose Canyon or any other primary canyons within the community as discussed in this section of this report.
Goal: Preserve the natural environment including wildlife, vegetation and terrain.		• **Consistent.** The proposed project site is currently developed and does not support any natural vegetation communities or wildlife. Additionally, the project would not alter any existing natural topography.
Goal: Insure that all public improvements such as roads, drainage channels and utility services and all private lessee developments are compatible with the natural environment.		• **Consistent.** The project would not require any public improvements within Rose Canyon or other natural areas within the community, as discussed in Section 5.7, *Public Utilities*.

Table 5.1-1 (cont.)		
University Community Plan		
OPEN SPACE AND RECREATION GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
	Private commercial development should contribute to the recreational opportunities of the community.	• **Consistent.** The proposed project would comply with all city requirements concerning the provision of open space/recreation areas (e.g., in-lieu fees, etc.) by augmenting recreation opportunities in the Torrey Trail district as described in Section 3.0, *Project Description*. In addition, the proposed uses would preserve the existing ice rink. Renovation of the center would also provide for an enhanced pedestrian network, thereby offering further opportunities to recreational walkers. The project also would include community gathering places within UTC.
PUBLIC FACILITIES AND SERVICES GOAL	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Insure that schools, parks, police and fire protection, sewer and water, library and other public facilities are available concurrently with the development which they are to serve.		• **Consistent.** The proposed project would not require any new public facilities or services. Existing services are located near the project site and would be accessible to new residents, as discussed in Section 6.3, *Effects Found Not to be Significant*. The project applicant would be required to pay applicable fees associated with the maintenance of existing services.

Table 5.1-1 (cont.)		
University Community Plan		
TRANSPORTATION GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Develop a transportation system designed to move people and goods safely and efficiently within the community, including linkages with other communities, and with due consideration for energy conservation.		• **Consistent.** The project would expand the transit center, improve pedestrian circulation, and provide additional bicycle racks. The transit center would allow access to other facilities throughout the metropolitan area. Safety would be enhanced by security lighting, the provision of safe routes through and/to the site, and the presence of people during an extended portion of the day.
Goal: Encourage the adequare provision of public transit between major activity areas such as the University, the Towne Centre, and La Jolla Village Square.		• **Consistent.** The proposed project would provide access to a transit center and future stops of the Super Loop, which would allow access to other areas within the community including UCSD and La Jolla Village Square.
Goal: Provide pedestrian paths, and bikeways to accommodate the community and complement the City-wide systems.		• **Consistent.** The proposed project would enhance and expand bicycle and pedestrian facilities within the community. The project site is currently developed and is accessible by foot and bicycle. The project would include pedestrian pathways throughout the proposed development, connecting with the primary pedestrian network, as well as the existing street sidewalk pedestrian network. The project would integrate sidewalks, walkways and connections to existing elevated bridges, and would bring restaurant and retail uses closer to the street. No bikeways are shown through the project site. However, Community Plan Figure 24 illustrates an existing bikeway along Genesee Avenue and a proposed bikeway along Nobel Drive and bicycle racks would be provided near the transit center as well as at other locations on the site.

Table 5.1-1 (cont.)

University Community Plan

TRANSPORTATION GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Encourage alternative modes of transportation by requiring developer participation in transit facility improvements, the Intra-Community Shuttle Loop and the Light Rail Transit system.		• **Consistent.** The project would relocate and expand the existing bus transit center to create an inter-modal transportation system, including linkages with the future LRT station. Additionally, the project would improve pedestrian circulation, and provide bicycle racks on site.
Goal: Ensure implementation of City Council Policy 600-34, Transit Planning and Development.		• **Consistent.** The proposed project would implement public transportation improvements and reserve right-of-way for improvements envisioned in SANDAG's Transit First program.
Goal: Provide attractive community entryways.		• **Consistent.** Several gateways into UTC would be provided around the property with the main gateways located at the intersections of La Jolla Village Drive/Genesee Avenue and Genesee Avenue/Nobel Drive (refer to Figure 3-4, *Pedestrian Circulation Routes and Features*). The University Central district, as discussed in Section 3.0, *Project Description*, would create an attractive entry monument into the project at the intersection of La Jolla Village Drive and Genesee Avenue and would include such elements as sculptures, water features and unique landscaping. A similar monument would be created in the Nobel Heights district at the intersection of Genesee Avenue and Nobel Drive. Smaller gateways would be located at Executive Drive, Esplanade Court, Lombard Place and Towne Centre Drive.

Table 5.1-1 (cont.)		
University Community Plan		
COMMUNITY ENVIRONMENT GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Minimize the impact of aircraft noise and the consequences of potential aircraft accidents.		• **Consistent.** The project is located entirely outside of the 60 dB contour for MCAS Miramar and would not result in any use incompatibilities with noise in the area.
Goal: Foster individually and identify of area throughout the community.		• **Consistent.** The University Central district, at the intersection of La Jolla Village Drive and Genesee Avenue, would feature special treatments such as palm trees, sculptures, water features and unique landscaping.
Goal: Insure that the physical development of the community takes advantage of the site and terrain.		• **Consistent.** The project would enhance a currently developed site within the community and would not affect the natural terrain.
Goal: Encourage architectural styles and building forms suited to San Diego's landscape and climate.		• **Consistent.** Buildings would be designed in an architectural style is representative of southern California as described in the Master PDP design guidelines and would not contrast with the architectural styles of the community.

Table 5.1-1 (cont.)		
University Community Plan		
COMMUNITY ENVIRONMENT GOALS	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Limit traffic conditions which produce congestion and air pollution.		• **Consistent.** In the near-term, the proposed project would reduce LOS to below D at one street segment along La Jolla Village Drive (Lebon Drive to I-5) and at one intersection (Lombard Place at Nobel Drive). By the horizon year, the proposed project would reduce LOS to below D along La Jolla Village Drive (Executive Way to Towne Centre Drive) and at no intersections. In all other cases, if any degradation in LOS below D occurs, the impact would not solely be caused by project traffic, but rather by cumulative traffic in the community. See Section 5.3, *Transportation/Circulation*, for additional discussion on project impacts and proposed mitigation. Additionally, the project would encourage alternative transportation methods by expanding the transit station, reserving right-of-way for future LRT and station, improving pedestrian circulation and providing additional bicycle racks on site.
Goal: Provide street and median trees along streets within the community.		• **Consistent.** A Master Street Tree Plan is proposed in the Master PDP which would be implemented in phases as site redevelopment occurs.

Table 5.1-1 (cont.)

University Community Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Reinforce the roles of La Jolla Village Drive and Genesee Avenue as ceremonial, auto-oriented, landscaped parkways serving as unifying urban design elements and orientation resources in the community.		• **Inconsistent.** The project proposes a CPA that would include the designation of La Jolla Village Drive and Genesee Avenue as part of the Urban Node Pedestrian Network, thus removing these streets as "auto-oriented" roads within the Urban Node. The CPA would also modify this objective to remove references to La Jolla Village Drive and Genesee Avenue within the Urban Node as being auto oriented streets. The project would expand the pedestrian network and make these streets more pedestrian-friendly, as desired by the City. If the CPA is approved, the project would be consistent with this objective.
	Accomplished by:	
	• Prohibiting on-street parking along these arterials throughout their passage through the community. These roads should function strictly as traffic movers	• **Inconsistent.** La Jolla Village Drive and Genesee Avenue would become part of the Urban Node Pedestrian Network. Although no new street parking is proposed, the project would construct non-contiguous sidewalks to accommodate pedestrians. With approval of the CPA, this policy would be modified to reflect these changes.
	Accomplished by:	
	• Illuminating landscaping (both edges and medians) and abutting buildings to create night identity and ambiance. Directed spot flood lighting should be on private property or attached to street trees or light poles at an elevation inaccessible to pedestrians	• **Consistent.** The project would include lighting to highlight landscaping and architectural features, particularly in the University Central district area. It also would include specialty lighting to highlight the character of each of the land use districts throughout the center. No lighting is proposed in public rights-of-way.

Table 5.1-1 (cont.)		
University Community Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Ensure that the street yards of private developments bordering La Jolla Village Drive and Genesee Avenue support the desired image and monumental quality of these roads.	**Accomplished by:** • Retaining the sloping landscaped berms along the borders of La Jolla Village Drive and Genesee Avenue	• **Inconsistent.** The berms would be reduced in width and in some cases removed. The project applicant has requested a CPA to remove this policy and construct retail buildings and parking structures closer to the street to create street-level openings to the project from the edge of the adjacent roads, accomplishing other Community Plan character goals such as increasing street identity and improving pedestrian access. The project would be consistent with the Community Plan upon approval of the CPA.
	Accomplished by: • Maximizing landscaping investments by using drought tolerant plants	• **Consistent.** Project landscaping would consist of a range of plantings that would enhance the streetscape, screen proposed buildings and minimize water use through the integration of drought tolerant species.
	• Planting mature street yard trees at consistent intervals for maximum impact	• **Consistent.** A Master Street Tree Plan is proposed in the Master PDP which would be implemented in phases as site redevelopment occurs.
	• Locating private property art works and other amenities so that they are visible and accessible from La Jolla Village Drive and Genesee Avenue	• **Consistent.** The project would include development of a landscaped plaza with opportunities for private art.

Table 5.1-1 (cont.)		
University Community Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Ensure that the street yards of private developments bordering La Jolla Village Drive and Genesee Avenue support the desired image and monumental quality of these roads. (cont.)	**Accomplished by:** • Distinguishing the intersections of La Jolla Village Drive/Genesee Avenue, La Jolla Village Drive/Towne Center Drive, and Genesee Avenue/Nobel Drive through the use of special treatments on the private property. Special treatments may simply consist of formal landscaping or may be more elaborate and include public art, fountains, ornamental lighting, decorative paving materials and street furniture	• **Consistent.** The University Central district, at the intersection of La Jolla Village Drive and Genesee Avenue, would feature special treatments such as palm trees, colorful concrete and stone paving, dramatic lighting and lattice trellis walls. The intersection of Genesee Avenue and Nobel Drive within the Nobel Heights district would include similar features as the University Central district and may include cascading water features. No new treatments are proposed at the intersection of La Jolla Village Drive/Towne Centre Drive.
	• Requiring all new developments abutting La Jolla Village Drive and Genesee Avenue to provide artworks or contribute to the art fund	• **Consistent.** The applicant would explore the use of private art objects in the University Central area. There is no art program in place for private development at the City of San Diego.

Table 5.1-1 (cont.)

University Community Plan

URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Designate and clearly define a primary pedestrian network linking superblocks, major activity centers and resource areas utilizing the public sidewalk, street level crossings, overpasses, meandering paths through private developments, and trails through natural open space areas. The primary pedestrian network should be supplemented by internal paths within the superblocks.	**Accomplished by:** • Painting a color line or symbol on the sidewalk pavement, as well as providing directional signage • Ensuring that the urban node pedestrian network sidewalks have generously landscaped parkways, are non-contiguous, and have a minimum of six feet in width. Existing contiguous sidewalks should be retrofitted as part of infill developments	• **Consistent.** Directional signage for pedestrian use would be located at several points within the proposed project. • **Consistent.** Non-contiguous sidewalks would replace existing sidewalks along the frontage of La Jolla Village Drive, Genesee Avenue, Towne Centre Drive and Nobel Drive. All new sidewalks would be a minimum of six-feet in width and would be landscaped between the sidewalks and roadways. Pedestrian paths would connect the sidewalks to UTC. New at-grade crosswalk connections also would be provided across Towne Centre Drive and Nobel Drive, which are part of the urban node network. Connections to the pedestrian bridges in the area would be well-integrated into the project design.

Table 5.1-1 (cont.)

University Community Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Designate and clearly define a primary pedestrian network linking superblocks, major activity centers and resource areas utilizing the public sidewalk, street level crossings, overpasses, meandering paths through private developments, and trails through natural open space areas. The primary pedestrian network should be supplemented by internal paths within the superblocks. (cont.)	**Accomplished by:** • Requiring provision of pedestrian paths through developments. Such paths should be open and accessible to the public at all times and connect with the street sidewalk pedestrian network. The pedestrian network alignment should be through the most active, attractive and interesting areas of a project. Paths should have a minimum width of six feet.	• **Consistent.** The project would include a number of pedestrian pathways throughout the proposed development, connecting with the existing street sidewalk pedestrian network and existing pedestrian bridges in the project area. The pathways would be open and accessible to the public at all times.

Table 5.1-1 (cont.)		
University Community Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Designate and clearly define a primary pedestrian network linking superblocks, major activity centers and resource areas utilizing the public sidewalk, street level crossings, overpasses, meandering paths through private developments, and trails through natural open space areas. The primary pedestrian network should be supplemented by internal paths within the superblocks. (cont.)	• Avoiding vehicular access from the pedestrian street network. Vehicular access should be from other streets serving the project in order to avoid potential pedestrian/vehicular conflicts. If vehicular access from the pedestrian street network cannot be avoided, driveways must be perpendicular to the street. Curb cuts for driveways should not be closer than 80 feet from the nearest intersection and from the nearest curb cut, and must not exceed 30 feet in width	• **Consistent.** The only changes to the existing vehicular access to the center would be two new right-in/right-out driveways along La Jolla Village Drive and Genesee Avenue for valet service, resident and guest access to the University Central district. Driveways would be perpendicular to the streets. New driveways would be more than 80 feet from intersections and other existing driveways. No new curb cuts are proposed along Towne Centre Drive or Nobel Drive.

Table 5.1-1 (cont.)

University Community Plan

URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Ensure that the location of new pedestrian overpasses and street level crossings reinforce the pedestrian network and that their design reflects safety, uniqueness and community pride.	**Accomplished by:** • Designing overpasses as integral parts of projects not as "afterthoughts." Overpasses should connect buildings, plazas, major entrances and the most active and interesting areas on both sides of the street. Detached and isolated overpasses landing on parking lots or dead spaces should be avoided. Overpass design plans should be required as a condition of new development or plan amendment permit approval. Retrofitting of existing overpasses may also be required as a condition of above mentioned permit approvals.	• **Consistent.** The proposed upper-level retail in the University Central district would connect with the existing pedestrian bridges over La Jolla Village Drive and Genesee Avenue. The existing pedestrian bridge over Genesee Avenue would be maintained or replaced and would connect University Central with the planned Monte Verde residential towers across the street. .
	• Designing overpasses as one-of-a-kind landmarks which can create identity and citywide interest. Overpasses should be places for art as well as pieces of art. The walking path and side enclosures offer imaginative opportunities for artistic design. The side enclosures of an overpass should maximize views, pedestrian comfort and security. The solid portion of side enclosures must maintain a feeling of openness. Utilitarian, chain link enclosures should be avoided unless enhanced by climbing plant materials. Overpass access which is enclosed or hidden from public view should also be avoided.	• **Consistent.** The proposed project would maintain the pedestrian bridge across La Jolla Village Drive and either maintain or replace the pedestrian bridge over Genesee Avenue. Any construction of new bridges or enhancement of existing bridges would be designed to maximize views, pedestrian comfort and security while utilizing aesthetically pleasing designs.

Table 5.1-1 (cont.)

University Community Plan

URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Ensure that the location of new pedestrian overpasses and street level crossings reinforce the pedestrian network and that their design reflects safety, uniqueness and community pride. (cont.)	**Accomplished by:** • Installing intersection and mid-block street level crossing alert devices at those points identified in Figure 11 in order to ensure pedestrian network continuity. The curb at such crossing points should allow use by handicapped persons. Such devices may consist of caution signs, lights, painted walks, on-street parking restrictions around the marked crossing, roadway materials that cause vibrations when drivers pass over them warning to slow down and other devices as considered appropriate by the City Engineer. The use of a specific device may vary on a case-by-case basis and should be determined by the City Engineer as crosswalks are installed. Crossings should have a more intense illumination than sidewalks.	• **Consistent.** New at-grade crosswalk connections also would be provided across Towne Centre Drive and Nobel Drive. The existing pedestrian bridge over La Jolla Village Drive would be maintained and the bridge over Genesee Avenue would be maintained or replaced. All crossings would be handicapped accessible.
Linkage Objective: Retrofit development bordering the Urban Node Pedestrian Network with pedestrian-oriented uses and amenities that contribute to street vitality	**Accomplished by:** • Allowing infill development on existing street yards and surface parking lots bordering the Urban Node Pedestrian Network. Examples of pedestrian oriented uses include restaurants, retail shops, hotel lobbies, cafes, cultural institutions, entertainment, etc. Examples of desired amenities include transparent walls, entrances, windows, plazas, seating, special lighting and paving, unique landscaping forms, art and water features, atriums, courtyards, etc.	• **Consistent.** The proposed CPA would expand the Urban Node Pedestrian Network by adding La Jolla Village Drive and Genesee Avenue to the network. The Master PDP proposes articulated architecture and pedestrian-oriented uses, such as retail shops, courtyards, plazas, water features and other amenities, that would enhance street vitality.

Table 5.1-1 (cont.)		
University Community Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Retrofit development bordering the Urban Node Pedestrian Network with pedestrian-oriented uses and amenities that contribute to street vitality (cont.)	**Accomplished by:** • Limiting the height of the infill development described above to a maximum of 15 feet.	• **Inconsistent.** Maximum building heights along the existing Urban Node Pedestrian Network (Towne Centre Drive and Nobel Drive) and the proposed Urban Node Pedestrian Network (La Jolla Village Drive and Genesee Avenue) would range from 100 feet for retail and parking structures to 390 feet for residential/hotel/office structures. The structures would be taller than 15 feet, but would feature a base building of 25 to 45 feet with an envelope that is massed at an angle away from the base. Architectural and landscape treatments at the street level would engage the pedestrian network. If the CPA is approved, this policy would be removed, resulting in project consistency.

Table 5.1-1 (cont.)

University Community Plan

URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Retrofit development bordering the Urban Node Pedestrian Network with pedestrian-oriented uses and amenities that contribute to street vitality (cont.)	Accomplished by: • Ensuring that new street yard infill development parallels the alignment of the adjacent pedestrian network in order to provide a sense of enclosure and maintain the street wall	• **Consistent.** All buildings adjacent to the existing and proposed Urban Node Pedestrian Network would be parallel to the roadway and sidewalk and would provide a sense of enclosure. Street vitality would also be reinforced by the proposed design guidelines.
	• Avoiding or screening utility boxes, mechanical equipment and other utilitarian building components from view from the Urban Node Pedestrian Network. Similarly, service areas should not be visible from such pedestrian network	• **Consistent.** All utilitarian building components and service areas would be in parking structures or otherwise concealed from public view.
	• Requiring entrances from the public sidewalks into new infill structures bordering the Urban Node Pedestrian Network. There should be maximum visual interest and contact with the infill building's interior from the adjoining sidewalk	• **Consistent.** Entrances to the new department stores would be immediately adjacent to or otherwise easily accessible from the pedestrian bridges that form the primary pedestrian network, including from La Jolla Village Drive and Genesee Avenue, and other retail uses would have windows, articulation, landscaping or other architectural treatments facing the pedestrian network along those roadways as required in the Master PDP.

Table 5.1-1 (cont.)

University Community Plan

URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Retrofit development bordering the Urban Node Pedestrian Network with pedestrian-oriented uses and amenities that contribute to street vitality (cont.)	**Accomplished by:** • Restricting the location of new surface and above-grade parking adjacent to the Urban Node Pedestrian Network. Such parking, including driveways, can occupy only 30 percent of this street yard.	• **Inconsistent.** Several parking structures and surface parking would be placed adjacent to the Urban Node Pedestrian Network. Along Towne Centre Drive, La Jolla Village Drive and Genesee Avenue, parking areas and driveways would occupy more than 30 percent of the street yard. However, surface parking is currently located around the entire site, and the proposed condition would be an improvement. Parking structures would be set back a minimum of 10 feet from the street frontage. In addition, the sidewalks and parking areas would be separated by landscaping including tall-growing and flowering trees to detract attention from the parking areas.
	• Requiring "visual breaks" along the street yard bordering the Urban Node Pedestrian Network. Examples include setback variations, sculpted façade treatments, changes in color, material, texture and landscaping elements, articulated walls and fences, special features and amenities. Single treatment of an infill building wall or fence bordering the Urban Node Pedestrian Network should not exceed 50 linear feet. Similarly, landscaping or other treatment should introduce a new element every 100 linear feet.	• **Consistent.** Visual breaks along the façade of parking structures would consist of the installation of landscape materials, consisting of trees, shrubs and ground cover. Treatments of an infill building or fences bordering the existing and proposed Urban Node Pedestrian Network would change at least every 50 feet. Treatments may include building protrusion or recession, or change in color or texture. Similarly, landscaping within the streetyard would change at least every 100 feet to enhance the pedestrian experience.

Table 5.1-1 (cont.)

University Community Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Complete the missing links of the proposed bicycle system, and thus reaffirm the importance of bicycles as effective alternate modes of transportation in the University Community	Accomplished by: • Requiring that every new development or plan amendment request include provisions for on-site Class I or Class II bikeways connecting with the street bikeway system. Bikeways internal to the superblock should be accessible to the public	• **Consistent.** No bikeways are shown through the project site. However, Community Plan Figure 23 illustrates an existing bikeway along Genesee Avenue and a proposed bikeway along Nobel Drive. The project would maintain the Genesee Avenue bikeway and would construct a bikeway along Nobel Drive as part of the improvements to UTC's frontage along Nobel Drive as part of FBA NUC-J.
Linkage Objective: Ensure that the proposed LRT corridor offers a variety of interesting views and amenities to transit riders. The transit route should maximize appreciation of the natural and man-made assets of the community	Accomplished by: • Requiring that developments flanking the LRT corridor locate entrances and amenities towards the transit rights-of-way	• **Consistent.** The façade facing the LRT right-of-way would feature buildings enhanced with treatments such as specialty lighting and landscaping. The LRT station would be integrated into the streetscape of Genesee Avenue. Linkage from the LRT station into the shopping center would be direct and convenient.

Table 5.1-1 (cont.)

University Community Plan

URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Linkage Objective: Ensure that retrofitted and future transit stops optimize convenience and safety of riders and contribute to the functional and aesthetic quality of the community	**Accomplished by:**	
	• Integrating transit/bus stations into major destination areas including shopping centers, hotels, large employment centers and other destination points as determined by route demand analyses	• **Consistent.** The proposed multi-modal transit center would be integrated into the development, which would include a regional shopping center renovation with retail, residential, hotel, and/or office uses.
	• Ensuring that every new project, project addition or plan amendment request address the potential location of an integrated transit stop (within private property). An integrated transit stop is one that is designed as part of the architecture and site plan of a project. Integrated stations should be highly visible from the public street, adjacent to the most active uses within a project	• **Consistent.** The proposed project would relocate and expand the existing transit center and reserve right-of-way for a future LRT station. The transit center would be designed as part of the architecture of the project, highly visible from Genesee Avenue. The future LRT station would be co-located near the transit center along Genesee Avenue when it is constructed by SANDAG.
Central Subarea Objective: Improve the central community's urban form and cohesiveness as new construction activity continues	**Accomplished by:**	
	• Providing building setbacks appropriate to the variable height of structures. Drastic street setback variations should be avoided	• **Consistent.** Proposed street setbacks generally would be consistent with those existing in the area. The buildings facing the street would provide a consistent urban edge, with minor variations in setback for visual interest. Design features would include articulation and special materials at the pedestrian scale, and visually interesting vertical elements.

Table 5.1-1 (cont.)

University Community Plan

URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Central Subarea Objective: Improve the central community's urban form and cohesiveness as new construction activity continues (cont.)	**Accomplished by:** • Transitioning the scale and height of adjacent buildings. Projects that lie between dissimilar use types or are adjacent to projects with differing intensities should be designed to ascend or descend in scale and height to create a harmonious, smooth transition. Exceptionally large, bulky or tall buildings should not be located immediately adjacent to low-rise buildings. A gradual transition should be created between adjacent projects of different forms and heights by the use of terracing or sculpturing techniques.	• **Consistent.** The retail portion of the project would be consistent with the existing scale of surrounding buildings and would not introduce buildings that are of differing intensity from surrounding projects. Implementation of the Residential and Hotel Design Guidelines and, in particular, the angled building envelope plane for the residential/parking structure adjacent to the existing single-family homes in the eastern portion of the site which would offer a gradual visual transition in form, would ensure community cohesiveness.
	• Placing lower rise buildings near the street and higher rise buildings away from the street in large scale projects	• **Consistent.** Building heights along roadways would be a maximum of 100 feet for retail and parking structures and up to 325 to 390 feet for residential/hotel/office structures; however, the base of buildings would be restricted to 25 to 45 feet immediately adjacent to the local roadways. The heights would be consistent with the existing scale of surrounding buildings. Implementation of the Residential and Hotel Design Guidelines and, in particular, the angled building envelope plane for the residential/parking structure adjacent to the existing single-family homes in the eastern portion of the site which would offer a gradual visual transition in form, would ensure community cohesiveness. In addition, the residential/hotel/office/parking structures would have a setback from the streets and/or separated by landscaped slopes.

Table 5.1-1 (cont.)		
University Community Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Central Subarea Objective: Improve the central community's urban form and cohesiveness as new construction activity continues (cont.)	**Accomplished by:** • Siting and designing buildings to maximize solar access and view corridors. Prevent dark, windy spaces between adjacent high-rise buildings by the use of terracing. Plazas and courtyards should be located on the south side of high-rise structures to maximize sun access	• **Consistent.** Where taller buildings are proposed, solar access would be maintained for off site properties due to the central location of the structures and their locations north of off-site buildings. No view corridors exist in the project area. The residential (hotel or office) structures within the Towne Centre Gardens and Nobel Heights districts are the only high rise buildings proposed near lower-stature structures; however implementation of the angled building envelope plane would maintain adequate solar access such that dark, windy conditions would not be created.
	• Articulating building mass with offsets, changes of plane, stepped terraces and irregular architectural edges. The base of buildings should relate to the needs of pedestrians and motorists; thus, this is the place for texture, color, special amenities, architectural detailing and other visual interest. External materials that are sympathetic in color and texture to the existing patterns should be used	• **Consistent.** Articulation and texturing is proposed in the design guidelines of the Master PDP in the building façades along public roadways such that these would include both horizontal and vertical elements and offsetting planes. Windows, texturing, landscape and other architectural treatments would be focused near the street level to provide interest for motorists and pedestrians.

Table 5.1-1 (cont.)

University Community Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Central Subarea Objective: Improve the central community's urban form and cohesiveness as new construction activity continues (cont.)	**Accomplished by:**	
	• Utilizing building elements, colors and materials that are not disturbing to the eye. The eye is usually disturbed by lack of unity, asymmetrical balance and bad proportion	• **Consistent.** The project design would integrate natural materials, such as stone and wood, with man-made materials such as whitewashed stucco walls and tile in harmonious colors (refer to the Master PDP guidelines).
	• Concealing rooftop equipment, vents and shafts from view from adjacent high-rise buildings. Similarly, trash storage, mechanical equipment, utility appurtenances and service areas should be screened with walls, doors or landscaping	• **Consistent.** Equipment and service areas would be screened in accordance with the requirements of the Land Development Code.
	• Requiring that all structures above 50 feet in height submit solar access and shadow studies as part of the permit application process	• **Consistent.** Several proposed structures would be greater than 50 feet in height; however, the proposed project would not result in shadowing or reduced solar access to any surrounding development. Future development at UTC would be separated from office and commercial development to the north, east and west by wide roadways and would be located north of immediately adjacent residential areas, thus retaining their solar exposure. Studies were, therefore, determined not to be required.
	• Providing areas for employees that include seating, sunny plazas and recreational facilities.	• **Consistent.** Seating and sunny plazas would be located throughout the project site. The project would include a health club that can be used by employees of the center. In addition, the seven-acre open space area on site would provide amenities to employees.
	• Avoiding the location of service roads and fire lanes parallel to the public street.	• **Consistent.** The proposed project would not affect service roads or fire lanes parallel to public streets. The project would provide adequate space for emergency vehicles to service the site.

Table 5.1-1 (cont.)

University Community Plan		
URBAN DESIGN ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Central Subarea Objective: Improve the central community's urban form and cohesiveness as new construction activity continues (cont.)	**Accomplished by:** • Providing sidewalks on at least one side of all important private streets within the project. Ensure that such sidewalks interconnect with other pedestrian paths within and outside the project	• **Consistent.** Walkways would be provided throughout the project, connecting with existing sidewalks, pedestrian bridges and pathways.
	• Avoiding the location of parking and street entrances adjacent to the pedestrian network streets. All parking should be in unobtrusive locations, in garages, below grade, tucked under buildings, carports or trellised canopies. If surface parking lots must be provided, they should be dispersed throughout the site in multiple increments located at different levels. Large, single expanses of surface parking should be avoided. Surface parking landscaping must conform to the City's Landscaping Ordinance at a minimum	• **Consistent.** Most of the project parking would be located in above-grade garages, removing large expanses of existing surface parking from the existing pedestrian network along Towne Centre Drive and proposed pedestrian network along La Jolla Village Drive and Genesee Avenue. Portions of all garages would be below grade and/or tucked under buildings. Landscaping would conform to the SDMC requirements. Surface lots would remain dispersed throughout the site.
	• Integrating signage into the site and building design. Signs should be low scale and located for safety so as not to block motorists' views of oncoming traffic. Freestanding pole signs are not permitted. The number and size of signs should conform with the City's design regulations. Building façade signage should be limited to the first 40 feet in height above street level. Directional signage within a project should be located within eye level of pedestrians and motorists	• **Consistent.** Signage would be integrated and would be installed in accordance with SDMC requirements and Master PDP.

Table 5.1-1 (cont.)		
University Community Plan		
HOUSING/ RESIDENTIAL ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Increase the consumer's freedom of choice in terms of tenure and type of housing available		• **Consistent.** The proposed project would contribute to the community's multi-family housing stock on site (including required affordable housing).
Goal: Accommodate the City's and the community's fair share of the region's growth by designating adequate residential land at appropriate densities and locations	• High-rise development should be compatible in scale to the surrounding areas, particularly to other high-rise structures	• **Inconsistent.** The potential residential/hotel/office structures within the University Central, Towne Centre Gardens, Nobel Heights and La Jolla Terrace district would reach heights of up to 325 to 390 feet and would be taller and bulkier in scale than the single- and multi-family residential areas to the south, as noted in Issue 1 in this section. The UTC Residential and Hotel Design Guidelines restrict the building height to assure compatibility and ease the transition from the single- and multi-family residential area to the south. All other proposed buildings would be no more than 100 feet in height, located north of the southeastern and southwestern residential/hotel/office structures, and compatible with the taller professional office and residential development on surrounding properties.

Table 5.1-1 (cont.)

University Community Plan		
COMMERCIAL ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: To develop an integrated system of commercial facilities that effectively meets the needs of community residents and visitors as well as assuring that each new development does not impede the economic vitality of other existing commercial areas	• Consider project designs and parking layouts that maximize the interconnection of commercial developments *with other commercial or residential centers through non-*motorized or pedestrian movements	• **Consistent.** The layered design of the project would integrate residential, parking and retail/commercial areas and provide for *pedestrian and bicycle circulation both within the development and* connecting to the surrounding existing circulation network and adjacent development.
	• Encourage the renewal, and where appropriate, the expansion of regional and community commercial centers to maintain their viability in meeting community needs	• **Consistent.** The proposed project involves the redevelopment of an existing regional commercial center to maintain its economic vitality and meet the needs of the community and the region by offering expanded retail and entertainment opportunities.
	• Suggest drought-tolerant landscaping in all new commercial development	• **Consistent.** The project landscaping palette in the Master PDP would use some drought-tolerant plants.
NOISE ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Minimize and avoid adverse noise impacts by planning for the appropriate placement and intensity of land uses relative to noise sources	• The development of land uses incompatible with the SANDAG study or subsequent similar studies on aircraft noise should be prohibited	• **Consistent.** The project site is located outside of the 60 dB contour for MCAS Miramar and would not result in any use incompatibilities with noise in the area. Refer to the discussion under Issue 4.

Table 5.1-1 (cont.)

University Community Plan		
SAFETY ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Protect the public health and safety by guiding future development so that land use is compatible with identified geologic risks, including seismic and landslide hazards	• When geologic hazards are known or suspected, a geologic reconnaissance should be performed prior to project approval to identify development constraints	• **Consistent.** No known or suspected geologic hazards exist on site as stated in Section 6.3.4 of this report.
Goal: Ensure that proposed development does not create or increase geologic hazards either on- or off-site	• Maintain the natural drainage system and minimize the use of impervious surfaces. Concentrations of runoff should be adequately controlled to prevent an increase in downstream erosion. Irrigation systems should be properly designed to avoid over-watering	• **Consistent.** As discussed in Section 5.5, *Hydrology/Water Quality*, of this report, no changes to existing drainage patterns and impervious cover are proposed. Peak flows would also remain the same as under current conditions. Irrigation systems would be designed in accordance with Land Development Code requirements to avoid over-watering.
	• Graded slopes should be revegetated with native or drought-tolerant species to restore pre-development drainage conditions	• **Consistent.** No natural slopes would be graded by the proposed project. Minimal graded fill slopes would be created on site and they would be landscaped to prevent erosion.
Goal: Promote public safety by taking into account aircraft accident potential in the placement of structures and activities	• New projects in the community should be reviewed by the City for compatibility with established Accident Potential Zones as delineated in the MCAS Miramar CLUP or subsequent similar documents	• **Consistent.** The project is not located within established Accident Potential Zones for MCAS Miramar (see Figure 5.1-4).

Table 5.1-1 (cont.)

University Community Plan

RESOURCE MANAGEMENT ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Contribute to the maintenance or improvement of regional water quality by controlling siltation and urban pollutants in runoff	• Development should minimize erosion and sedimentation. Grading during the rainy season should be avoided wherever possible. Erosion should be minimized by grading in increments during the rainy season and by using temporary erosion control measures. In areas where grading is completed, all disturbed slopes should be stabilized by vegetation or other means prior to the rainy season	• **Consistent.** As discussed in Section 5.5, *Hydrology/Water Quality*, of this report, the project would comply with applicable NPDES permit requirements by installing Best Management Practices (BMPs) to minimize erosion and sedimentation.
Goal: Encourage the conservation of water in the design and construction of buildings and in landscaping	• Building construction should incorporate equipment or devices with low water requirements. Landscaping plans should utilize drought-tolerant plants and efficient watering systems.	• **Consistent.** As described in Section 5.8, *Water Conservation*, the proposed project would increase the overall water demand of UTC. Water use reductions would be realized as the site would connect to the City's reclaimed water system for irrigation (a major source of potable water demand on site). Redevelopment of ~~374~~566,000 sf of the existing center would also improve efficiencies through the use of low-flow fixtures and other code requirements. Drought-tolerant plants would be used in project landscaping and water-efficient fixtures would be utilized throughout the new development within UTC.

Table 5.1-1 (cont.)

University Community Plan		
RESOURCE MANAGEMENT ELEMENT	POLICY LANGUAGE	PROJECT CONSISTENCY
Goal: Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy efficient-transportation	• Development plans should be reviewed for energy conserving features. Site design should maximize opportunities for active and passive heating and cooling by means of appropriate building orientation, solar access and landscaping. Commercial and industrial developments should incorporate measures to increase energy-efficient forms of transportation by supplying bicycle racks, showers, priority parking for car pools, bus stops with support facilities, and other incentives	• **Consistent.** Energy conservation measures would be integrated into the expanded center as part of the LEED-ND certification process. The project would be constructed in accordance with the City's Community Energy Partnership policy (City Council Policy 900-16). In addition, the project would provide for an expanded transit center, extension of the LRT and bicycle racks on site.
Goal: Provide for the identification and recovery of significant paleontological resources	• Although many areas with a moderate to high potential for fossil remains coincide with designated open space, resources may be lost by grading activities associated with development. Impacts to paleontological resources should be identified and mitigated, if necessary, through the environmental review process	• **Consistent.** As described in Section 5.6, *Paleontological Resources*, of this EIR, there is a potential for impacts to paleontological resources, which would be mitigated by the measures specified in that section.

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5.2 AESTHETICS/VISUAL QUALITY

5.2.1 Existing Conditions

Community Character

The project site is located in the center (or urban node) of the University Community of San Diego. This community is primarily comprised of a mix of commercial, office and residential land uses. The University Community is considered a moderately dense urban setting. Single-family residential areas are found primarily south of Rose Canyon, with a majority of the multi-family residential developments found south and west of University Towne Center. Commercial buildings surround the intersections of La Jolla Village Drive with Towne Center Drive, Genesee Avenue, Regents Road and Interstate 5 (I-5). UCSD occupies a block of land spanning generally from Regents Road to west of I-5 toward the Pacific Ocean and north of La Jolla Village Drive. Industrial and research buildings are prevalent north of Miramar Road, east of Judicial Drive and along Towne Center Drive, Eastgate Mall and Genesee Avenue. High- and moderate-rise office towers and hotels flank the north side of La Jolla Village Drive along a majority of this arterial between I-5 and I-805. The nearby office and hotel buildings along La Jolla Village Drive range from 10 to 24 stories tall and are characterized by a mix of architectural styles, with no common style or theme. The visually tallest structure in the community is the Wells Fargo Bank building across La Jolla Village Drive from UTC, due to both topography and the structure height itself. Residential and hotel buildings further west of the project site exceed 15 stories.

Site Characteristics

The visual character of the site is that of a regional shopping center with multi-story department stores connected by specialty retail and restaurant uses and surrounded by paved surface parking lots containing landscaped medians. Two bi-level parking structures are located on the south side of La Jolla Village Drive in the vicinity of the center. From the perimeter of the center, four department store structures are visibly linked by a series of stores and restaurants. The majority of the structures on site are at grade with surrounding parking lots, with the exception of the northern leg of the center, near the Nordstrom department store, where two levels of retail exist. The project site is flanked by and accessed from four public arterial roads, La Jolla Village Drive, Genesee Avenue, Towne Center Drive and Nobel Drive. Pedestrian bridges cross over two of the roadways, La Jolla Village Drive and Genesee Avenue, providing elevated pedestrian connections with off-site development. Along the rights-of-way for these public roadways, the property features landscaped berms, including center signage, turf, ornamental shrubs and trees. Four smaller outbuildings containing ancillary automotive, retail, restaurant and bank uses exist near the perimeter of the property close to the adjacent roadways. Refer to Figure 2-5 in Section 2.0, *Environmental Setting*, for an aerial photograph of the existing site setting. No native or naturalized vegetation exists on site.

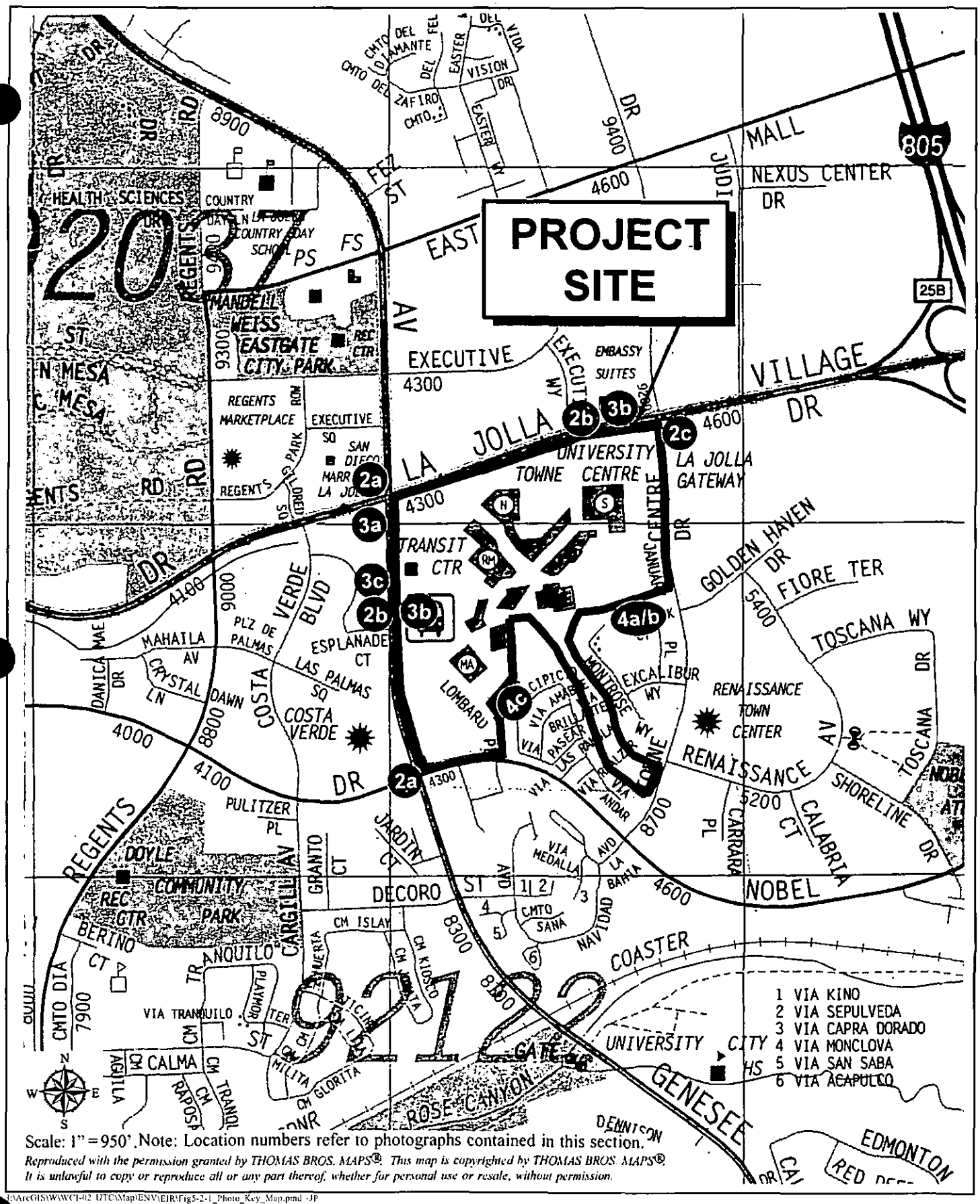
Existing Landforms

The site's topography varies slightly across the 75-acre property with the least variation occurring within the developed portions of the site. In general, topographic elevations in the northeast are highest, averaging approximately 380 feet above mean sea level (amsl), and elevations are lowest to the west at approximately 360 feet amsl. A narrow landscaped open space exists southeast of the shopping mall, which is lower in elevation than the developed portion of the site. Elevations in the open space range from 375 feet amsl nearest the mall to 300 feet amsl near Towne Center Drive. The entire site was disturbed during development of the existing shopping center in the late 1970's, and no naturally occurring topographic features or steep slopes occur on site.

Views

Existing views of the project site from surrounding land uses and public rights-of-way are depicted in Figures 5.2-2a through 5.2-2c, *Existing View of Streetscape From Adjacent Public Roadways*; a map of photograph locations is provided in Figure 5.2-1, *Photograph Key Map*. Public views into the interior of the project site are available from La Jolla Village Drive, Genesee Avenue and Towne Center Drive in the project vicinity. Although Nobel Drive is located on the southern edge of the mall, views from that road are limited to the outer slopes along the southern edge of the UTC property due to the elevated position of the mall relative to the road and mature landscaping on the slope that intervenes. The roadways in the project area are not classified as scenic routes in the *University Community Plan*, but two (La Jolla Village Drive and Genesee Avenue) are considered "community unifying roads" in the Urban Design Element, as described in Section 5.1, *Land Use*, under Applicable Community Plans and Policies. Views along these two roads are depicted in Figures 5.2-3a through 5.2-3c, *Existing Views of Streetscape From Adjacent Public Roadways*. In addition, Towne Center Drive and Nobel Drive are part of the Urban Node Pedestrian Network described in the Urban Design Element of the *University Community Plan*, as summarized in Section 5.1, *Land Use*, of this report. The project site is not visible from any public parks or scenic vistas in the community.

Private views into the interior of the site from surrounding developments are limited to several single-family residences located south of the center (i.e., Vista La Jolla), a townhome complex situated along Lombard Place (i.e., Torrey Pines Village) south of the center and the adjacent high-rise office towers and hotels situated on the north side of La Jolla Village Drive. In general, only the residential units along the northern edge of the adjacent development are afforded views of the future development areas on the project site. In the case of the Vista La Jolla single-family neighborhood, the homes adjacent to the UTC property are situated approximately 15 to 20 feet below grade of the center and views are limited to the upper deck of the Sears parking structure and shopping mall rooftop (Figures 5.2-4a and 5.2-4b, *Existing Views From Private Residences*). Views from the Torrey Pines Village townhomes are not obstructed by topography and include the surface parking, Macy's department store and perimeter shops in the southwestern corner of the center (Figure 5.2-4c, *Existing Views From*



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Photograph Key Map

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Figure 5.2-1

View from La Jolla Village Drive/Genesee Avenue Intersection.

View from Genesee Avenue/Nobel Drive Intersection.

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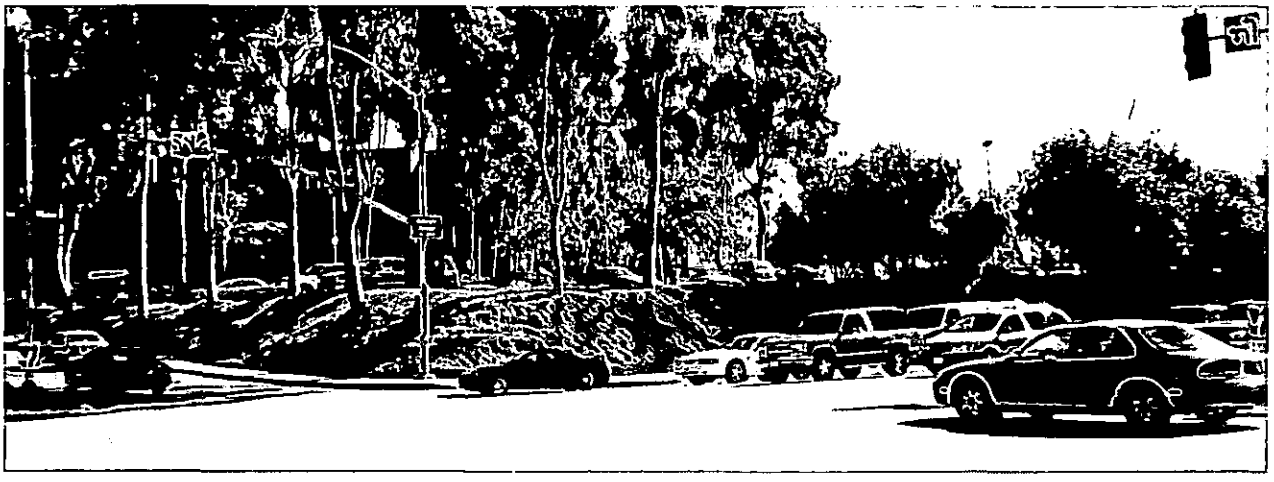
Existing View of Center From Adjacent Public Roads

UTC REVITALIZATION PROJECT

Figure 5.2-2a



View from Genesee Avenue/Esplanade Way Intersection.

View from La Jolla Village Drive/Executive Way Intersection.

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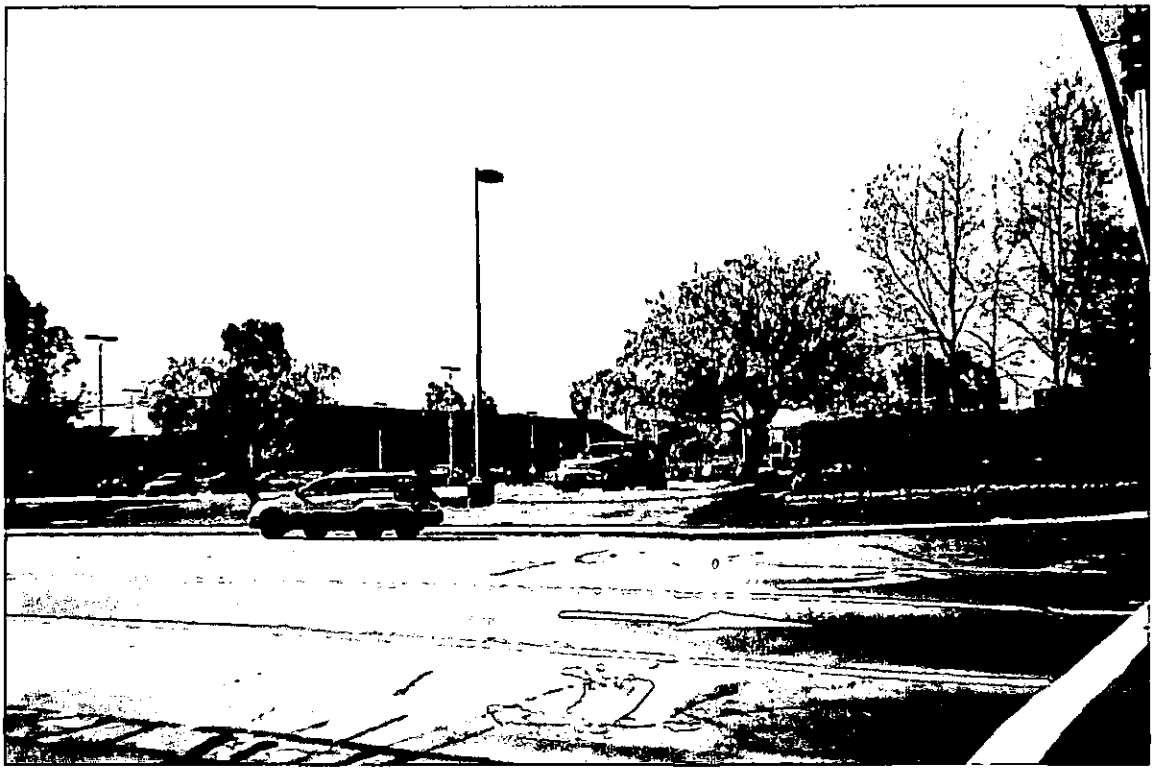
Existing Views of Center From Adjacent Public Roadways

UTC REVITALIZATION PROJECT

Figure 5.2-2b



View along Towne Centre Drive.

View from La Jolla Village Drive/Towne Centre Drive Intersection.

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Existing Views of Streetscape from Adjacent Public Roadways

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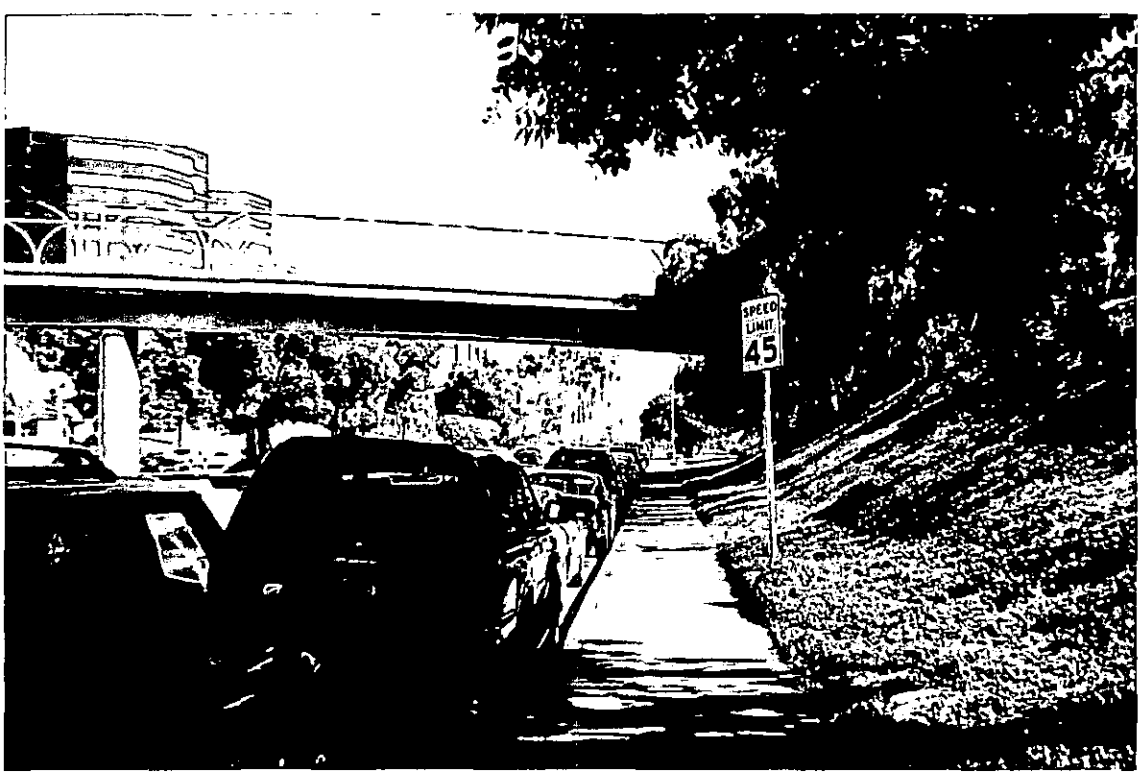
Figure 5.2-2c

View along north side of La Jolla Village Drive.



View along south side of La Jolla Village Drive.

Existing Views of Streetscape from Adjacent Public Roadways

UTC REVITALIZATION PROJECT

Figure 5.2-3a

View of project frontage along La Jolla Village Drive.

View of project frontage along Genesee Avenue.

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Existing Views of Streetscape from Adjacent Public Roadways

UTC REVITALIZATION PROJECT

Figure 5.2-3b

View of project site along Genesee Avenue.

View of project site along Nobel Drive.

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Existing Views of Streetscape from Adjacent Public Roadways

UTC REVITALIZATION PROJECT

Figure 5.2-3c

View from Vista La Jolla single-family homes toward site.

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Existing Views From Private Residences

UTC REVITALIZATION PROJECT

Figure 5.2-4a

View from Vista La Jolla single-family homes toward site.

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Existing Views From Private Residences

UTC REVITALIZATION PROJECT

Figure 5.2-4b

View from Torrey Pines Village toward site.

Existing Views From Private Residences

UTC REVITALIZATION PROJECT

Figure 5.2-4c

Private Residences). Views from townhome complexes farther south of the center, across Nobel Drive, are limited to the southern edge of the property due to combination of topographic grade differences from the center and existing perimeter landscaping which contains mature pine trees that block interior views. Views from the nearby high-rise office and hotel towers are the most unobstructed in the area and generally include the northern half of the project property. Long-range views of the center are also available from private high-rise residential structures to the west in the Costa Verde area.

Applicable Plans and Policies

In addition to the various policies described in Table 5.1-1 of this report, the Urban Design Element of the *University Community Plan* provides some guidance on building height transition, bulk and articulation. The Plan recommends (on pages 113 and 114) the following approaches:

- Transition the scale and height of adjacent buildings. Projects which lie between dissimilar use types or are adjacent to projects with differing intensities should be designed to ascend or descend in scale or height to create a smooth transition.

- Exceptionally large, bulky or tall buildings should not be located immediately adjacent to low-rise buildings. A gradual transition should be created between adjacent projects of different forms and heights by the use of terracing or sculpturing techniques.

- Place lower rise buildings near the street and higher rise buildings away from the street in large-scale projects.

- Articulate the building mass with offsets, changes of plan, stepped terraces and irregular architectural edges. The base of the buildings should relate to the needs of pedestrians and motorists.

5.2.2 Impacts

Significance Criteria

The City of San Diego's Significance Thresholds (2007a) include significance criteria for height, bulk, architectural style, or loss of neighborhood landmarks. Project impacts are considered significant if one or more of the following conditions apply:

- The project exceeds the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin.

- The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town).

- The project would result in the physical loss, isolation or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan or local coastal program.

- The project is located in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections.

- The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family). As with views, cumulative neighborhood character effects are usually considered significant for a community plan analysis, but not necessarily for individual projects. Project level mitigation should be identified at the community plan level. Analysts should also evaluate the potential for a project to initiate a cumulative effect by building structures that substantially differ from the character of the vicinity through height, bulk, scale, type of use, etc., when it is reasonably foreseeable that other such changes in neighborhood character will follow.

The City of San Diego's Significance Thresholds (2007a) regarding visual impact criteria establishes thresholds for potential impacts to public views from designated open space areas, roads or parks, and for project impacts to visual landmarks or scenic vistas. In order for a project to result in a significant impact, one or more of the following conditions must apply:

- The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the local coastal program. Minor view blockages would not be considered to meet this condition. In order to determine whether this condition has been met, consider the level of effort required by the viewer to retain the view.

- The project would cause substantial view blockage of a public resource (such as the ocean) that is considered significant by the applicable community plan. Unless the project is moderate to large in scale, the subsequent condition below would typically have to be met for view blockage to be considered substantial.

- The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage.

- The project would have a cumulative effect by opening up a new area for development, which will ultimately cause "extensive" view blockage. (Cumulative effects are usually considered significant for a community plan analysis but not necessarily for individual projects. Project level mitigation should be identified at the community level.) View blockage would be considered "extensive" when the overall scenic quality of a visual resource is changed; for example, from an essentially natural view to a largely manufactured appearance.

The City of San Diego's Significance Thresholds (2007a) regarding visual impact criteria establishes thresholds for potential impacts caused by light and glare. In order for a project to result in a significant impact, one or more of the following conditions must apply:

- The project would be moderate to large in scale, more than 50 percent of any single elevation of a building exterior is built with a material with a light reflectivity greater than 30 percent (see San Diego Municipal Code [SDMC] Section 142.07330[a]) and the project is adjacent to a major public roadway or public area.

- The project would shed substantial light onto adjacent, light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and industrial uses, and natural areas.

Issue 1: Would the proposal result in a project bulk, scale, type of materials or style which would be incompatible with surrounding development?

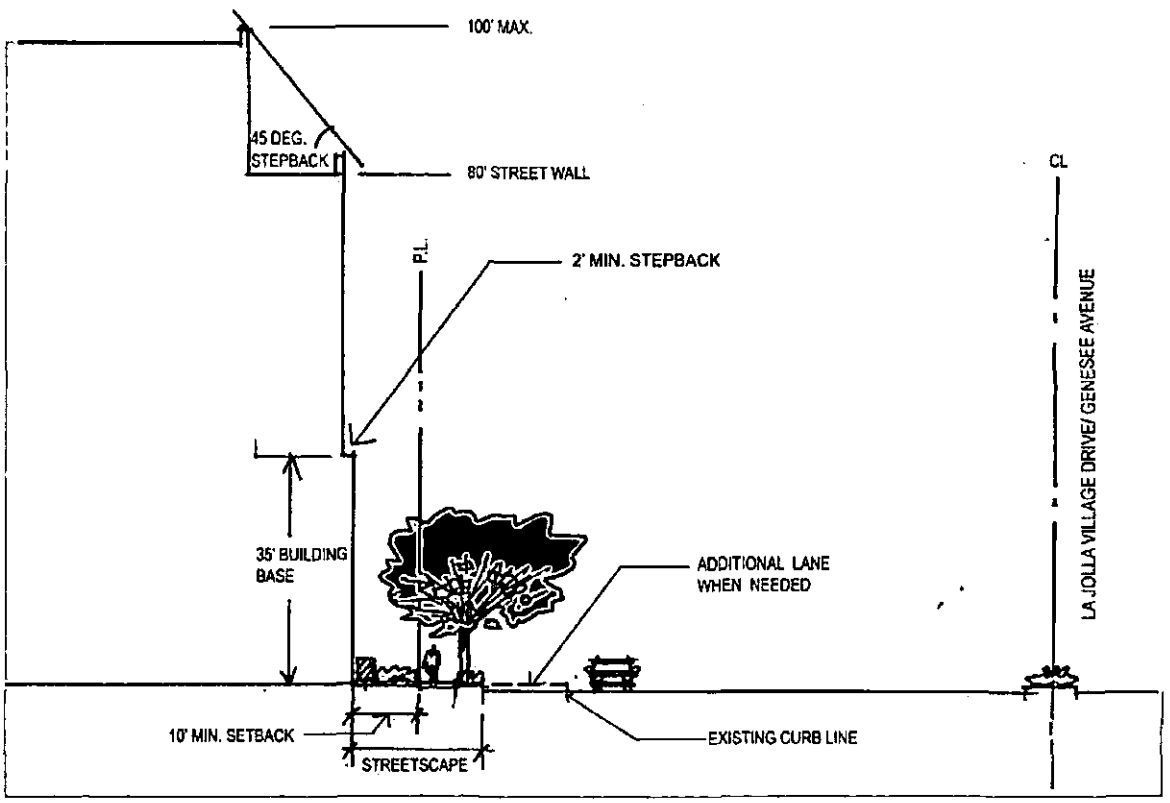
The proposed project and all the various Master PDP land use scenarios are collectively discussed herein; however, the worst-case scenario with regard to bulk and scale would be the All Uses Scenario since it proposes retail, residential, hotel and office uses, as discussed below. It should be noted that the project applicant has decided to not pursue hotel or office uses' although the analysis remains herein for information purposes.

The project applicant proposes ~~development~~ a Master PDP approval that would generally comply with the development regulations of the existing (CC-1-3) and proposed (CR-1-1) regional commercial zone, with the exception that several of the structures would exceed the 60-foot height restriction specified in the City's Land Development Code for ~~that~~ the CR-1-1 zone and a deviation is requested in the Master PDP by the project applicant. The City's Land Development Code does not address specific building features, such as architecture, building style, building materials and elevations for the CR-1-1, but provides development design guidelines under the Planned Development Permit (PDP) regulations in the code to address such elements of the design. A

description of the proposed design concept as it relates to bulk, scale and style and the surrounding community is provided below.

The project applicant proposes to expand the existing retail uses on site and develop a new residential uses and possibly hotel or office structures on the property, depending on which land use scenario is constructed. As discussed under Issues 2 and 3 in the Land Use discussion (under Land Development Code), the retail expansion would include development of three two- to three-level department stores linked with up to three levels of specialty retail space and five multi-story parking structures. The parking structures would range from three to five levels, a portion of which may be below grade. The retail, hotel and office uses would be located in multi-story structures. For the purposes of this aesthetics/visual quality analysis, the All Uses land use scenario has the potential to result in more towered structures than the other Master PDP scenarios as discussed further below.

The ~~proposed project~~Master PDP would allow for ~~includes~~ both buildings and architectural features that would be taller than the 60-foot limit established in the CR-1-1 zone and the project applicant is requesting a deviation from the height restriction via the Master PDP process. The tallest retail buildings and architectural appurtenances (such as identity towers and signs) would be up to 100 feet in height and located near the center of the shopping center. The Master PDP proposes retail buildings and parking structures within 20 feet of the public right-of-way be limited to 80 feet in height. Above 80 feet, the height of new retail and parking structures and their signage would be limited by an imaginary plan rising away from the parapet on the structure at a 45-degree angle to the maximum height of 100 feet (Figure 5.2-5, *Maximum Building Envelope – Retail and Parking Structures*). For the proposed project (i.e., land use scenario 1), a single high-rise residential tower would be built in the University Central district in addition to the retail and parking structures described above (see Figure 5.2-6, *Proposed Project Massing*). Under the All Uses land use scenario, residential, hotel and office towers could be constructed in the University Central, Nobel Heights and La Jolla Terrace districts. Therefore, there would be the potential for ~~High~~high-rise residential/hotel/office tower(s) ~~could be situated~~ to be constructed in the northwestern, northeastern, southwestern and/or eastern portions of the site (i.e., the University Central, La Jolla Terrace, Nobel Heights and Towne Centre Gardens districts), depending on ultimate mix of uses permitted under the Master PDP. ~~and consist of~~ All multi-level buildings~~,~~ would be massed away from the public street toward the center of the site in accordance with the Master PDP design guidelines.~~, which~~ In terms of maximum building envelop within each district, the towers would rise up to a maximum elevation of up to 325 feet above grade in Towne Centre Gardens, 325 feet in the La Jolla Terrace, 365 feet in University Central and 390 feet in Nobel Heights districts. Figure 5.2-7, *Maximum Building Envelope*, provides a maximum building envelop for each of four land use districts on site that could contain high-rise structures under the Master PDP. The figure does not represent the worst-case scenario of the project in terms of bulk and scale because not all the high-rise towers shown in the graphic could be constructed under the Master PDP. ~~The structures would be massed up at an angle away from the project boundaries, as described below.~~



Maximum Envelope along La Jolla Village Drive and Genesee Drive

Source: Master Planned Development Permit for Westfield UTC

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Maximum Building Envelope - Retail and Parking Structures

UTC REVITALIZATION PROJECT

Figure 5.2-5